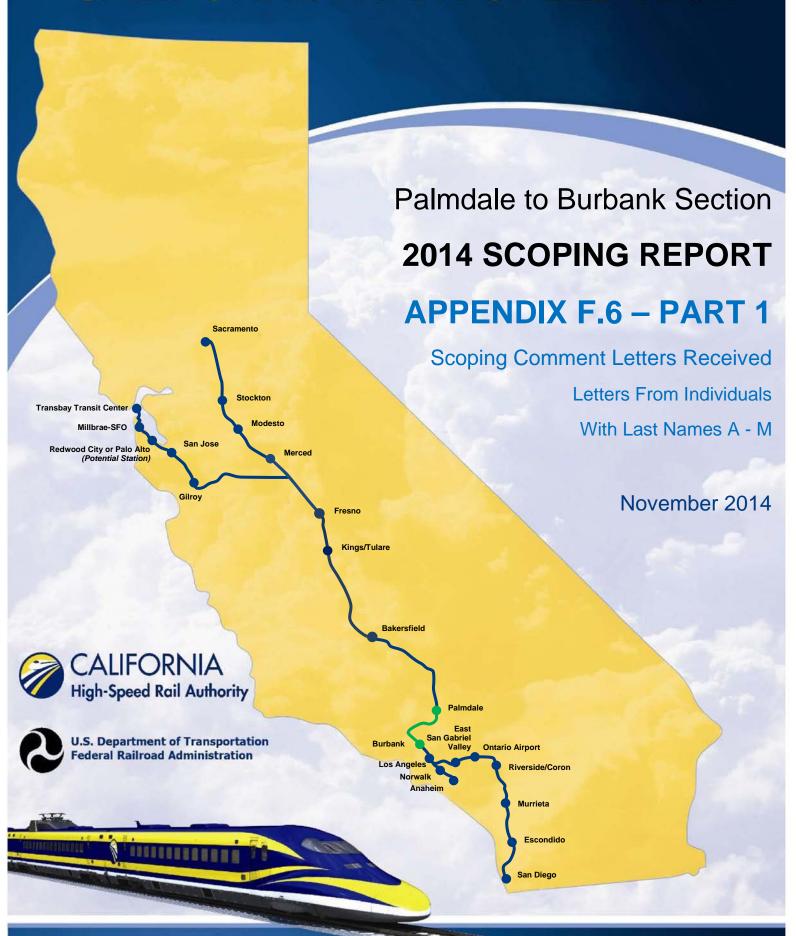
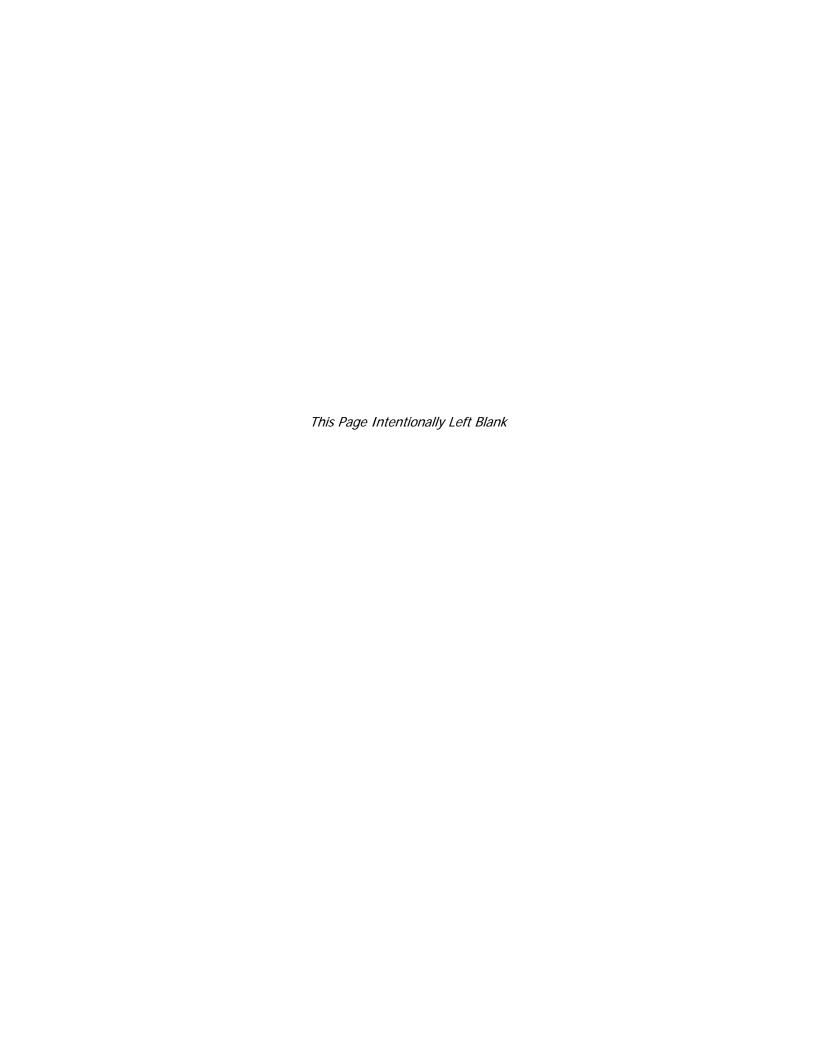
CALIFORNIA HIGH-SPEED RAIL

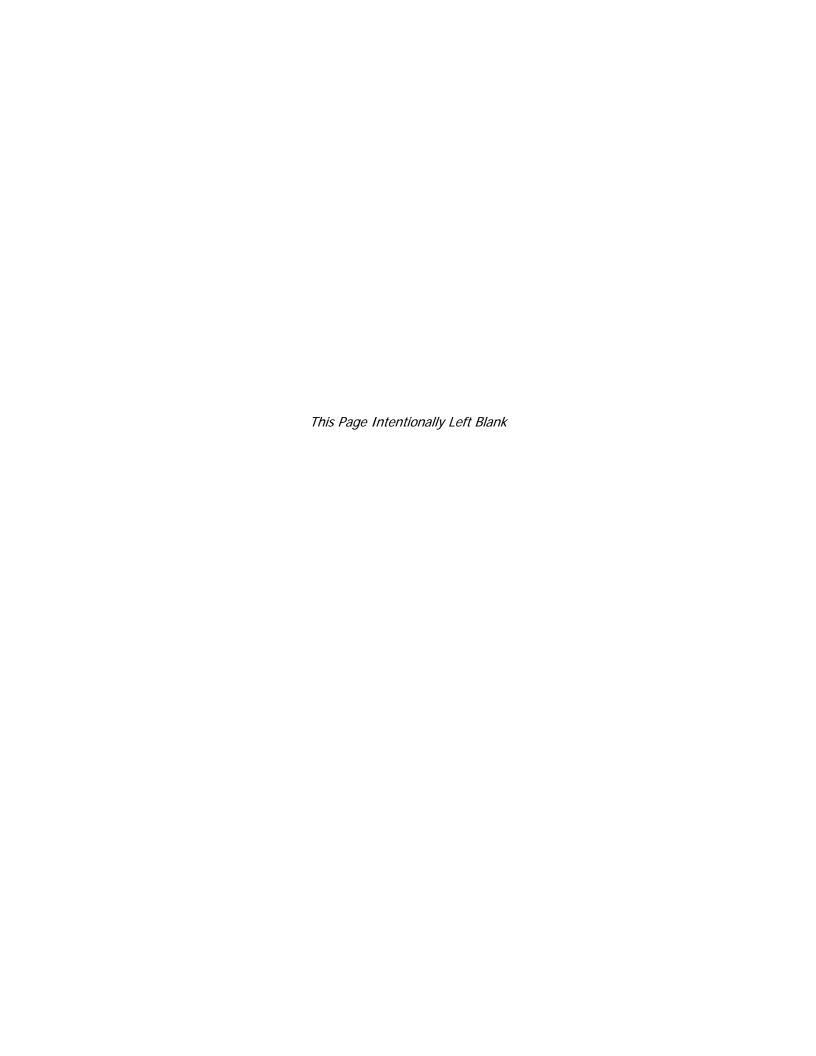




Appendix F Scoping Comment Letters Received

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Angelastro	Sam	I017	F.6-26
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Anthony	Kim	I019	F.6-30
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Modula	Lillian	I457	F.6-1022
Moffett	Gene	I458	F.6-1025
Moore	Samuel	1459	F.6-1027
Moratin	Olive	1460	F.6-1028
Moreau	Nicole	I461	F.6-1029
Morelli	Susanna and Joe	I462	F.6-1031
Morgenstern	Steven	1463	F.6-1033
Morley	Linda	1464	F.6-1035
Mosman	Christian L.	1465	F.6-1036
Mosshart	Carol	1466	F.6-1037
Myers	Roger and Gayle	1467	F.6-1040
Myers	Sukwan	1468	F.6-1042
Myers	Sukwan/Eric	1469	F.6-1043

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Submission I001 (Richard G. Abbott, August 30, 2014)

Palmdale - Burbank - RECORD #448 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Ricardo Last Name: Abbott

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone: (818) 273-9058

Email: elnido1337@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office

700 N. Alameda, Room 3-532 August 30, 2014

LA, CA 90012

Dear Mr. McLoughlin,

My daughter just informed me of your public announcement of the alternative plan to run your high speed railroad through our backyard. As a born and raised 3rd generation Californiano, Twenty years ago I moved to Hawaii because one day it took two hours to get from the valley to Beverly Hills on the freeway, when normally it took 1/2 hour. Three years ago when my daughter said she and husband were planning to buy a home, I mentioned how

in Jamaica back in the '60s we were invited to lunch with the consulate, and his relatives lived in back of their Calif. style home, in huts. They were part of the family so enjoyed lunch with us. I told her if she bought a home on a large lot I'd build a hut in the back, give them my SS, and would have a final resting place in my old age (77).

One day she called me and said there was a tackroom out back by the corral of their new horse ranch and I could convert it into my "old folks" home. For the last 3 years I've been here, and thought finally I don't have to move again or wait another 3 years to become eligible for some senior housing.

Submission 1001 (Richard G. Abbott, August 30, 2014) - Continued

My daughter and husband made a lot of sacrifices to make it possible to keep me from becoming homeless since my SS isn't enough to live here, same

as Hawaii where the rents are similar. I drive around this area a lot, and it seems to me there should be another route that doesn't go through a community that pays more taxes and has less crime in our subdivision than in surrounding areas. I keep seeing in the local evening news how our rapid transit is starting to look like Brooklyn instead of So. Cal. It's obvious that there isn't enough security to keep families safe from attacks by desperate criminals and junkies.

Please seriously reconsider how you are affecting the people you have in your hands. I, for one, am firmly opposed to this new alternative. My daughter and son have put all the money they've been able to borrow and beg, but not steal, to make this recent move to Shadow Hills, and have just watched property values drop, with just the announcement of the possibility of the plan. Don't steal theirs and my dream of finally having a home they actually own and can continue to improve and plant trees on, without the threat of having their property condemned so people can visit their relatives 400 miles away in an hour or less. Put that rail down the center lilne of the freeway 5 going north, don't take away more land from the people who always lose when their land is taken away by the state.

I saw as a kid back in the early 50s, how taking away half of our property on Hawthorne Blvd. just south of the South Bay Galleria, they could increase traffic by making the road 8 lanes instead of 2, and the money the State gave my dad was a pittance to what was left of his property and what was resold for, after he was forced to move his business to another less successful location.

As an investigative reporter back then I saw many cases of how local govt. is corrupt and works more at times for the benefit of investors than property owners. The South Bay Redevelopment is one example, and alcoholic

corrupt Torrance, Redondo Beach, and Gardena Mayors and Councilmen are others, of which I've been able to help expose and remove from office. I'm 77, but still have a few teeth left; so DON'T TREAD ON US! We still have some energy left to join the rest of this neighborhood to stand firm against any bulldozing of our homes. That includes my humble hut (air conditioned, TV, real bed, etc.). I see my fellow vets living under the freeway near here since their SS doesn't cover a studio apt. I'm not moving again. Period.

Seriously and Sincerely,

Richard G. Abbott

elnido1337@gmail.com

(818) 273-9058

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1002 (Pam Adams, September 8, 2014)

Palmdale - Burbank - RECORD #744 DETAIL

Status: Pending Record Date: 9/8/2014

Response Requested:

Submission Date :9/8/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Pam
Last Name : Adams

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone :

Email: tapchicks@hotmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To whom it may concern:

I have been living in Shadow Hills since 1981. I moved here from Las Vegas where I had a ranch with horses and livestock. I moved here for work and found that Shadow Hills was the closest thing to a country style living that my husband and I were used to. It is so beautiful and used to be serene and quiet. I don't know if California laws are crazy or what, but ever since I moved here, we have been fighting builders and all sorts of intrusive invasion of our little community.

of our little community.

The high speed rail system is one of the most recent. I don't know one person who wants or would use a train! We certainly don't want it running through our neighborhood! Our animals and all of us would be certainly put in distress with all the noise of building and eventually having a train run through our rural neighborhood. It would affect all of us, as it is a small community. Our property values would plummet.

Please let me know what I can do to prevent this unnecessary calamity from happening! A train would destroy Shadow Hills and Sunland.

Thanks, Pamela Adams

EIR/EIS Comment : Yes

Submission 1003 (Martin Adler, August 5, 2014)

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SE BURRANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. THE DIRECT ROLL From DULL ON NK TO PAL MODELE WITH WOULD LIKE TO SE BURRANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS OF THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS	Direct Formet
ADDRESS: 27803 LOTSEN RE EMAIL: CITY: CANYONS COUNTRY STATE: CAN WOULD YOU LIRE YO BE ADDED TO DUB MAILING LIST!* (Check at the epoly) STATEWIDE **NOTE: The does not substitute for formal request to recove legit necess PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SE BUILDANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. The Owner Rome Liver Discount of Palmosete Viet Would have the Lesser Date and the Environmental Would have the Lesser Date and the Environmental Transport of Environmental Country of Interest to State the State of Court of Interests the State o	FIRST ON ACC.
WOULD YOU LIRE TO BE ADDED TO DUE MAILING LIST!" (Chick ACTION 1999) **COSTE! This does not submitted for formal respect to section 1999 **PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SE BURNANN PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. **THE DIRECT POLICE FORMAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSIBLE. **WOULD YOU LIKE THE ENVIRONMENTAL DOCUMENT TO FALL MUST BE ADDITIONAL TO FALL MUST BE WOULD THE WITH MUST BE ADDITIONAL TO FALL MUST BE WOULD THE WITH MUST BE ADDITIONAL TO FALL MUST BE WOULD THE WITH BE ADDITIONAL TO FALL MUST BE SIGNED OUT OF ITHE STATE COST BE SERVED OUT OF ITHE STATE COST BE SERVED. WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS.	FIRST ON ACC.
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	o ·
ADDITIONAL COMMENTS: THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCES	

Submission 1004 (Martin Adler, August 20, 2014)

Palmdale - Burbank - RECORD #218 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/20/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Diane Last Name : Adler

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: marty-di@socal.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Mr. Mark McLoughlin, I Know many people are very concerned about this

project, in a multitude of ways. my main concern is the correct alignment, the best way in my opinion is a direct route, which is from Burbank to Palmdale

via a tunnel, its shorter, its FASTER, and it would do much less Environmental damage. not to mention displacing, and distorting many properties . The FOOT print would be a disaster. PLEASE MAKE THIS ROUTE YOUR FIRST PRIORITY. Martin Adler

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : In Support of Alternative Corridor

Submission 1005 (Diane Adler, August 21, 2014)

Palmdale - Burbank - RECORD #215 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/21/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Diane Last Name : Adler

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone :

Email: marty-di@socal.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: The alignments through the Santa Clarita Valley are to close to two

elementary schools,i'm sure if you had children attending these schools you would do every thing in your power to find an alternate route. Well the PREFERRED ROUTE IS Burbank to Palmdale via tunnel this makes the route to Palmdale SHORTER AND FASTER. the train is all about speed, so use the fastest route. Put your self in my shoes with small children in school, would you want this train that close to your kids, I DONT THINK SO PLEASE

THINK LIKE A PARENT Thank you Diane

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Support of SR 14, In Opposition to SR 14, In Support of Alternative

Corrido

Submission 1006 (Diane Adler, August 23, 2014)

Palmdale - Burbank - RECORD #216 DETAIL

Status: Pending Record Date : 8/23/2014 Response Requested: No Submission Date : 8/23/2014 Affiliation Type : Individual Interest As: Individual **Submission Method:** Email First Name: Diane Last Name : Adler

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: marty-di@socal.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: I encourage you to accept the preferred route, which is Burbank to Palmdale

U.S. Department of Transportation Federal Railroad

tunnel, thanks Matt

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : In Support of Alternative Corridor

Submission 1007 (Sean F. Aguiar, August 27, 2014)

Sean F. Aguiar 10217 Wheatland Avenue Shadow Hills, CA 91040 (818) 731-4433 httubn1@aol.com

August 27, 2014

Via Email - palmdale_burbank@hsr.ca.gov

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 North Alameda, Room 3-532 Los Angeles, CA 90012

Re: Proposed High Speed Rail through the Residential Community of Shadow Hills

Dear Mr. McLoughlin:

My name is Sean Aguiar and I have lived in the Shadow Hills community for over 17 years. I built my home myself and raised my family here. I am writing to express my concerns and opposition to the High Speed Rail ("HSR") which Governor Brown is proposing to put through our tranquil area.

Shadow Hills is in the eye of the storm for the HSR alternative line and should not come through the Big Tujunga Wash and Shadow Hills. Any railway line must go through commercial and industrial areas, not residential and/or sensitive environmental areas. It is utterly irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. Not to mention the countless environmental obstacles which will surely raise insurmountable costs and would be infeasible.

Further, many, many homes in the Shadow Hills community will be at risk due to so many factors such as:

- property values will surely decrease
- scenic highway will be lost
- could impact earthquake faults
- federal waters and endangered species will be affected
- · eminent domain
- noise levels will dramatically increase
- pollution levels also will increase



Submission 1007 (Sean F. Aguiar, August 27, 2014) - Continued

Mark A. McLoughlin, Director of Environmental Services August 27, 2014 Page Two

- destruction of our community
- threat of our equestrian lifestyle
- construction impacts
- our area is already severely impacted by transit solutions such as trains, freeways and airports and that the original Route 14 and 5 alternatives are far superior

Now, I ask, would you, or any of our elected officials want this to happen in their precious neighborhoods?

Mr. McLoughlin, my family and I vehemently oppose the HSR and we will not be run over by this train, literally nor figuratively.

Respectively,

Sean F. Aguiar Sean F. Aguiar

Cc: Councilman Felipe Fuentes - felipe.fuentes@lacity.org
Supervisor Mike Antonovich - fifthdistrict@lacbos.org
Supervisor Zev Yaroslavsky - zev@bos.lacounty.gov
Mayor Garcetti - mayor.garcetti@lacity.org
Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov
Congressman Schiff - teresa.lamb@mail.house.gov
Terri - shpoa@shpoa.us



Submission 1008 (Nichole Ahten, August 30, 2014)

Palmdale - Burbank - RECORD #442 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Nichole Last Name: Ahten

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Shadow Hills

State: CA Zip Code: 00000

Telephone:

Email: imakowgirl@hotmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr. Mark A. McLoughlin, Director of Environmental ServicesATTN:
PALMDALE TO BURBANK PROJECT SECTIONCalifornia High Speed Rail
AuthoritySouthern California Regional Office700 N. Alameda, Room 3-532LA,
CA 90012 RE: Palmdale to Burbank High Speed Rail line Dear Mr. McLoughlin:

I am a resident of Shadow Hills and am in complete opposition of the proposed alternative route for the HSR. My family and I moved here four years ago, however, I grew up riding in the area, enjoying these open spaces on horseback for over 38 years. As my children got older they too wanted horses and instead of paying to board multiple horses, we saved our money, sold our home and bought a major fixer upper in Shadow Hills. We wanted space for our horses, space for a garden, space to raise chickens, space for our children to run and play. We have worked non-stop for four years to improve our property, thus improving our neighborhood. Now we are about to begin a much needed addition to our small home. When the map with the yellow swath was published we put the brakes on our project. We have already invested thousands of dollars into cleaning up our property, and thousands of dollars into the city's requirements for the addition project; surveys, architects, soil engineers, grading engineer, city inspections, and permits- we haven't even put a shovel to the ground yet. And now you put a big yellow swath right where we are about to build our dream home. We are wondering if this yellow swath means we need to stop our addition and move

out of the area instead.

That yellow swath and the alternate route plan needs to be removed. immediately. That yellow swath affects the value of my property and the value of my appraisal right when we are getting funding for our project. The vagueness of the proposal is ridiculous and appalling. How can you be so irresponsible to propose an alternate route over such a large area and actually publish that without narrowing down the specifics first? We live in a very unique, rare equestrian zoned community within the City of Los Angeles. We have access to miles of trails through beautifully preserved areas. This area is valuable and irreplaceable. If the HSR were to come through here, the potential to absolutely destroy that is very real. If we lose our access to peaceful riding trails, we will lose our equestrian community, thus destroying property values. Virtually every horsekeeping household and business, ie tack & feed stores, as well as boarding stables, will be forced to

Submission I008 (Nichole Ahten, August 30, 2014) - Continued

leave the area. The entire idea of the HSR through our area is unimaginable. The cost of the alternate route will be astronomical and a completely irresponsible use of OUR tax dollars. Not to mention the effects on our water supply, the decimation of endangered species in the area, the potential damage from future floods, the Native American burial grounds, the fault lines in the area (I for one will not be going on any train that is tunneled through a mountain over a fault line), etc. The yellow swath needs to be removed from this sensitive area. Stop wasting our money on more studies.

Sincerely, Nicole M AhtenShadow Hills Resident

EIR/EIS Comment: Yes

Yes- Standard Response Need PI response : General Viewpoint on Project: Do not prefer Alternative Corridor

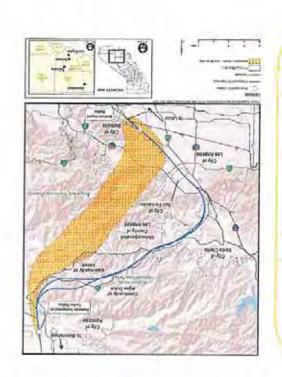
Form Letter :

Submission 1009 (Patricia Akkad, August 20, 2014)

CALIFORNIA Hig	h-Speed Rai	il Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Patricia Ock	Knd		DATE: 8/19/14
MEETING LOCATION ALTEN		AFFILIATION:	1.11
ADDRESS: BOX 800	EMAILI	lacobistala	yahoo 2000 661 269010
CITY: ACTON	STATES C		211: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAIL "NOTE: This dier for substitute for formal export in steel		synth)statewid	PALMOALE TO BUILDANK BURBANK TO LOS ANGLIES
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Submission 1009 (Patricia Akkad, August 20, 2014)



palmdale_burbank@hsr.ca.gov

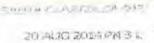
By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:







Mark A. McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

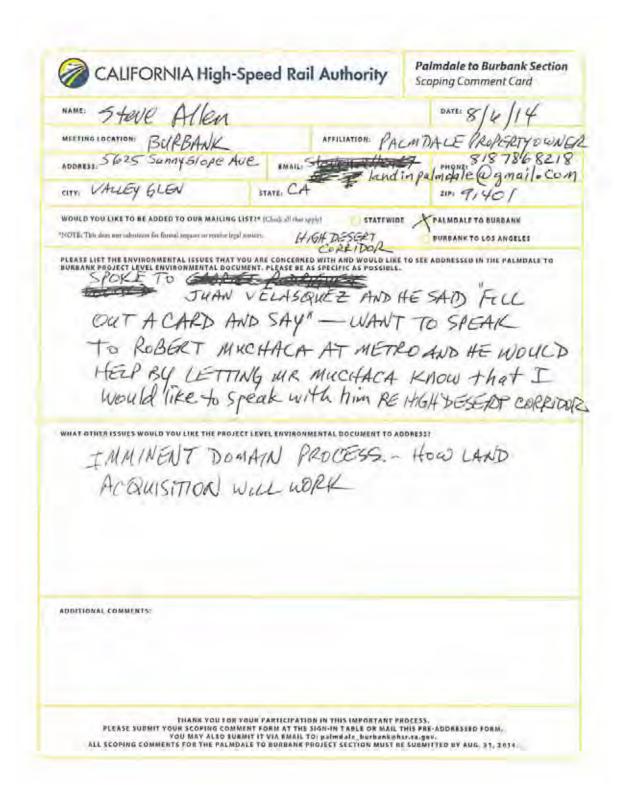
Los Angeles, CA 90012

90012335303

Millionalist Langing returns and application



Submission I010 (Steve Allen, August 6, 2014)



Submission I011 (Rikki Allen, August 26, 2014)

08/28/2006 16:21

661-251-6397

REALTY EXECUTIVES

PAGE 02/03

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Cc: CHSRA Chairman, Dan Richard



Submission I011 (Rikki Allen, August 26, 2014) - Continued

08/28/2006 16:21

661-251-6397

REALTY EXECUTIVES

PAGE 03/03

August 26, 2014

Jeff Modales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

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Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Cc: CHSRA Chairman, Dan Richard



Submission I011 (Rikki Allen, August 26, 2014) - Continued

08/28/2006 16:21

661-251-6397

DEALTY EXECUTIVES

REALTY EXECUTIVES

PAGE 01/03



19310 Soledad Canyon Road Santa Clarita, CA 91351 Bus: (661) 250-8600 Fax: (661) 251-6397

FAX

ATTENTION: 11 Morales	FROM: Riple alle
SEND FAX: 0 916 322-08	Z7 PAGES: Z
RETURN FAX:	DATE: 8/28/14
RE:	CC: DAN RICHARD
☐ Urgent ☐ For Review	

Comments:



Submission I012 (Paul Allen, August 31, 2014)

Palmdale - Burbank - RECORD #383 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Paul

First Name : Paul Last Name : Allen

Professional Title : Business/Organization :

Address: 9906 Wealtha Avenue

Apt./Suite No. :

 City:
 Sun Valley

 State:
 CA

 Zip Code:
 91352

 Telephone:
 818-767-9332

Email: paul.dehaasrealty@gmail.com

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Sir/Madam,

I came to the scoping presentation neutral to slightly opposed to the project but after careful consideration I'm in favor of the project.

I believe that any environmental issues will be resolved so this project

can go ahead.

My one concern would be the extent of the possible eminent domain

seizures

Would this only affect low income residential homes and small commercial

buildings along the right-of-way?

Also, please add me to the mailing list. (9906 Wealtha Avenue, Sun Valley,

CA 91352)

Paul

Paul R. Allen, Broker-Associate Manager CalBRE License# 01515299

CalBRE License# 015152 DE HAAS REALTY, INC. 818-767-9332 (office) 818-767-9338 (fax)

E-mails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and

unless a written contract is signed by the parties.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:



Submission I013 (Suzanne Alziebler, September 4, 2014)

Palmdale - Burbank - RECORD #737 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date : 9/4/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Suzanne Last Name: Alziebler

Professional Title:

Business/Organization:

Address: 16325 Ravenglen RD

Apt./Suite No.:

City: Canyon Country

 State :
 CA

 Zip Code :
 91387

Telephone :

Email: salziebler@socal.rr.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: I am very opposed to the plan to put the train through Sand Canyon. I feel a

much better solution is to have it going directly from Burbank to Palmdale. I am a resident of Sand Canyon and the other plan affects my property negatively due to the noise visual impact and also will negatively affect our neighborhood and elementary school. The noise will harm childrens hearing as well as they're ability to learn with the constant noise. It will even eliminate one of our neighborhood churches. I support the tunnel extension alignment as it will cause much less environmental and community destruction.

Suzanne Alziebler 16325 Ravenglen RD Canyon Country CA 91387

Sent from my Verizon Wireless BlackBerry

EIR/EIS Comment: Yes

Submission 1014 (Michael Alzola, August 25, 2014)



"Mail to:



Submission 1014 (Michael Alzola, August 25, 2014) - Continued

My property is located at ground zero for the SR14 Hybrid route. I own 9 acres and have a custom built home with several out-buildings. I have invested over \$750,000 in developing my property. I built this home in memory and as a tribute to my father and grandfather who homesteaded in the area. The Ponderosa Pine poles and beams in my home were handpicked, peeled, notched and brought in from New Mexico. Everything in my home has been customized with significant sentimental value. I am a cowboy by heart, a retired motion picture stuntman and an athlete by trade. I am the last Alzola to carry on my family name which can be traced back to the 1600's. I built my house in recognition and in honor of my family.

Since the release of this alignment proposal by the HSRA a few years ago, I have been under a severe amount of emotional stress and under a doctor's care. The emotional impact of this alignment consideration has caused me to have constant stress, anxiety, depression, decreased libido, weight loss and insomnia. I will lose all my neighborhood support systems when my house is taken. I am 75 years old and have some mobility impairments but manage to get around.

Besides the huge emotional impact of losing my home, will be the loss of the mountain views, the sunrises and sunsets as they cast color highlights and shadows across my property. These things can never be replaced.

I want my property to be appraised prior to the decision for the final alignment through Acton because I know that my property value will drop as soon as an official alignment is identified, if and when my property is seized, I want HSRA to move my home at their cost. I pray that I will be able to find another suitable location for my home.

If another alignment is chosen by the HSRA, I will still be impacted as a resident of Acton. The potential road closures, dust generated by construction and operation of the train, noise impacts, water impacts, impact on Acton property values, impacts on equestrian trails, motorcycle easements, wildlife corridors, etc. will change Acton forever. The threat of Valley Fever exposures, asbestos exposures, water contaminations, and noise exposures will also potentially threaten my health. I know that these impacts are being addressed in further detail by some of my neighbors in their responses to the HSRA.

Lastly, there are residents in the Acton community that need assistance with the completion of their response cards, are disabled, do not have computer access or are confined to their home. How come the HSRA did not perform a community outreach to these residents and assist them ith their right to complete a comment card? I needed to enlist the assistance of another niminity member to help me. It seems like there should be an obligation by the project to hear nices and concerns about the impact of the HST on their property and on their community.

Alzola



Submission 1015 (Leslie Anderson, August 30, 2014)

Palmdale - Burbank - RECORD #429 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Leslie Last Name : Anderson

Professional Title: **Business/Organization:**

P.O. Box 5361 Address:

Apt./Suite No.:

City: Glendale State: CA Zip Code: 91221

Telephone:

Email: lawomans@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark McLoughlin
Director of Environmental Services
High Speed Rail Authority Southern California Region
700 N, Alameda, Room 3-532
Los Angeles, CA 9012

Dear Mr. McLoughlin,

I am responding to the "Alternate Corridor" for the Bullet train.

The proposed area for the train to use is a very pristine, rural area. It has

many ranches and stables and is not an area for a train.

I personally do not feel the need for this train and its construction will destroy forever a very unique area.

Sincerely,

Leslie Anderson P.O. Box 5361 Glendale, CA 91221

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission 1016 (Stacy Andrews, August 28, 2014)

Palmdale - Burbank - RECORD #571 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name : Stacy Last Name: Andrews

Professional Title : Business/Organization :

Address: 2117 N. Rose Street

Apt./Suite No.:

 City:
 Burbank

 State:
 CA

 Zip Code:
 91505

Telephone :

Email: SAndrews@hollywoodrentals.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: August 27, 2014

Mark McLoughlin, Director of Environmental Services High Speed Rail Authority Southern California Region

Tign Option 1 Alameda Room 3-532 Los Angeles, CA 90012 Dear Mr. McLoughlin,

As an active voter, I strongly oppose the proposal of building a bullet train through the San Gabriel Mountains.

First of all we already have train lines and infrastructure all ready in place with existing rail lines, I can not comprehend budget wise in a State that is hurting financially why a Bullet train needs to build in an

1. Area that is a flood plain see summary articles of recent flooding. (http://articles.latimes.com/keyword/little-tujunga-wash) This does not include the 2004 flood where the small bridge in the canyon was closed for several months for retro-fitting due to water/earth movement damage. The bridge that was damaged is by Monte Verde/California Polo club/Lower Middle Ranch due to the amount of water that came from Kagel Canyon. Basically residents were cut off during the bridge closure. This is a natural watershed area. I have been boarding horses in this area since 1988, and I have seen this watershed area along with Big Tujunga Canyon with scary amounts of water during an El Nino year or exceedingly wet year. It's easy to forget that this area floods when it hasn't happened in a while. (Hence Hansen Dam built in 1931 to prevent floods coming from the canyons). I myself during rainy years have stumbled across areas of unstable geology where the term "quicksand" comes into play. Also please reference 1978 floods http://www.nws.noaa.gov/om/assessments/pdfs/Southern%20CA%20Flash% 20Floods%20Feb%201978.pdf I have not referenced the 1939 Flood of this area.

Submission 1016 (Stacy Andrews, August 28, 2014) - Continued

- 2. The hundreds if not thousand plus horses that would have to be relocated or completely removed from the area. This greatly impacts Upper and Middle Ranch equestrian facilities, and to include Monte Verde/California Polo Club and Hansen Dam Equestrian center, this does not include all the homes in the canyon that provide housing for horses or other animals. Politicians often forget the important tax base that equestrians provide. From boarding facilities, to community outreach programs, providing jobs to local veterinarians, farriers, trainers, supporting local feed stores, and other revenue that trickles down to other avenues. There are very few areas that provide equestrians a place to board and a place to ride in an urban setting. There is NO way that horses and bullet trains can co-habituate in the same area, let alone ride by these trains or share the area with these trains. The entire trail system that Little Tujunga Canyon provides will be destroyed. These trails not only include equestrians, mountain bikers, hikers and thousands of people that use these trails for recreational purposes.
- 3. There are artisan wells and natural springs (not in a drought year) that provide water to wildlife in the mountains, this as well would be greatly disturbed, thus making the animals come down from the mountains in search of water. In addition the flora and fauna is slowly making a comeback from the Station Fire and everything is still in a delicate phase, only to be wiped out by a Bullet train that nobody wants and the State of California can ill-afford.
- 4. The proposal is to cut through mountains, which is expensive and not entirely wise since there are several fault lines that run through those mountains. And having been up in the San Gabriel mountains during the aftershocks after the Northridge quake I would never set foot on that train. Do you remember the Sylmar quake in 1971? The damage to the dam and other structures (Mountain View Hospital), I sure do.

Having a Bullet train going through such a widely used recreational area, a geological unstable area, an area that is prone to flooding, and such a biological diverse area is just pure folly. It only makes economical sense to use already established rail systems if this boondoggle of a project must go forward. We already have Metrolink connecting Lancaster/Palmdale to the San Fernando Valley already, why we must pursue this at the cost of a fragile ecosystem and to a way of life that is so rare in this day and age is pure idiocv.

Thank you for taking the time in hearing in my request in saying NO to the bullet train in the San Gabriel Mountains.

Sincerely,

Stacy Andrews

2117 N. Rose Street

Burbank, CA 91505

Submission I016 (Stacy Andrews, August 28, 2014) - Continued

EIR/EIS Comment : Yes

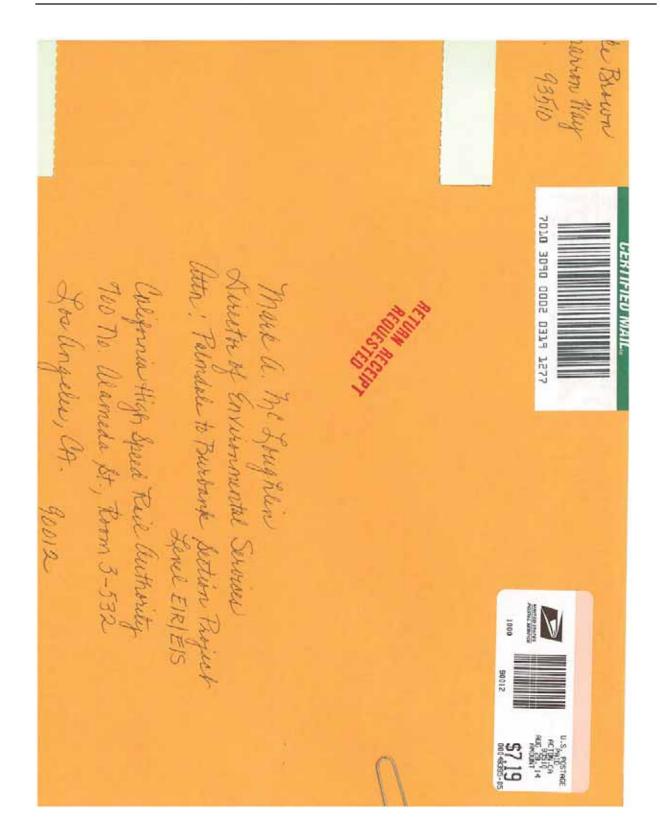
Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission I017 (Sam Angelastro, August 29, 2014)

	gh-Speed Rail Authorit	y Palmdale to Burbank Section Scoping Comment Card
NAME SAM ANGELA	stro	DATE: 8 26-14
MEETING LOCATION	AFFILIATION	
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CHIEFUCK	STATE OR LIFE	zie:
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Submission I017 (Sam Angelastro, August 29, 2014)





Submission I018 (Brian Anthony, September 3, 2014)

Palmdale - Burbank - RECORD #698 DETAIL

Status: Pending Record Date: 9/4/2014

Response Requested:

Submission Date: 9/3/2014
Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email
First Name: Brian
Last Name: Anthony

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 00000

Telephone:

Email: thehaneyplace@sbcglobal.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. McLoughlin

As a long time resident of Acton I am writing to express my reservations regarding the planned Palmdale to Burbank section of the High Speed Rail project

project.

Construction will present enviormental hazards, including an increase of particulates in the air, a major cause of Valley Fever. A member of my family contracted Valley Fever years ago and almost died; the proposed HSR routes would literally putting our lives at risk.

Both our wells and our underground aquifier systems will be negatively impacted and in some cases destroyed.

Noise and vibration pollution will have a detrimental affect on pets and wildlife.

We are in an area with known earthquake faults, construction of the HSR can cause further instability.

The High Spped Rail Project offers no benefit or upside to the community of Acton. Property values are going to be drastically lowered, causing financial ruin for many and even further degrading our quality of life.

WHY ISN'T THE ALTERNATIVE CORRIDOR THROUGH THE ANGELES NATIONAL FOREST BEING ACTIVELY PURSUED? It is shorter, more direct, and less expensive than any of the proposed routes that would decimate our community. WHO IS INSISTING THE HIGH SPEED RAIL COME THOUGH ACTON, AND WHY?

I do not know who planned or passed these proposed routes, but I am sure they do not live in Acton or Aqua Dulce. If the proposed routes went through their homes, devalued their properties, destroyed their community and put their lives at risk, I'm sure they would be open to exploring other options.

As a long time resident I strongly oppose the proposed High Speed Rail

Submission I018 (Brian Anthony, September 3, 2014) - Continued

routes through Acton.

Yours Truly,

Brian Anthony

EIR/EIS Comment: Yes

Submission 1019 (Kim Anthony, September 4, 2014)

Palmdale - Burbank - RECORD #739 DETAIL

Status :PendingRecord Date :9/8/2014Response Requested :YesSubmission Date :9/4/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Kim
Last Name : Anthony

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: warpony@usa.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr. McLoughlin

As a long time resident of Acton I am writing to express my reservations regarding the planned Palmdale to Burbank section of the High Speed Rail project

Construction will present enviormental hazards, including an increase of particulates in the air, a major cause of Valley Fever. Doing the Station Fire I contracted Valley Fever years ago and almost died; the proposed HSR routes would literally putting our lives at risk.

Both our wells and our underground aquifier systems will be negatively impacted and in some cases destroyed.

Noise and vibration pollution will have a detrimental affect on pets and wildlife.

We are in an area with known earthquake faults, construction of the HSR can cause further instability.

The High Spped Rail Project offers no benefit or upside to the community of Acton. Property values are going to be drastically lowered, causing financial ruin for many and even further degrading our quality of life.

WHY ISN'T THE ALTERNATIVE CORRIDOR THROUGH THE ANGELES NATIONAL FOREST BEING ACTIVELY PURSUED? It is shorter, more direct, and less expensive than any of the proposed routes that would decimate our community. WHO IS INSISTING THE HIGH SPEED RAIL COME THOUGH ACTON, AND WHY?

I do not know who planned or passed these proposed routes, but I am sure they do not live in Acton or Aqua Dulce. If the proposed routes went through their homes, devalued their properties, destroyed their community and put their lives at risk, I'm sure they would be open to exploring other options.

As a long time resident I strongly oppose the proposed High Speed Rail

Submission I019 (Kim Anthony, September 4, 2014) - Continued

routes through Acton.

Yours Truly Kim Anthony

EIR/EIS Comment: Yes

Submission I020 (Christine Anthony, September 8, 2014)

Palmdale - Burbank - RECORD #769 DETAIL

Status: Pending Record Date : 9/10/2014

Response Requested:

Submission Date : 9/8/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name : Christine Last Name: Anthony

Professional Title: Business/Organization:

Address: 4064 Perlita Ave

Apt./Suite No.:

City:

State: CA Zip Code: 90039 Telephone: 323 376 6463

Email: canthony2@sbcglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: How about looking into spending all this money on finding a way of getting water from the wetter north to the parched south. Ridership will never support the system, look at Metrolink's current stats as an example, it will always need subsidies.

Give us something we'll always be in need of: water.

Christine Anthony 4064 Perlita Ave LA, CA 90039 323 376 6463

EIR/EIS Comment: Yes

Need PI response :

General Viewpoint on Project :

Submission I021 (Theodore Aquaro, August 26, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

Therfor ayun



Submission I021 (Theodore Aquaro, August 26, 2014) - Continued



Submission 1022 (Julia Araiza, August 25, 2014)

Palmdale - Burbank - RECORD #233 DETAIL

Status: Pending Record Date: 8/25/2014 Response Requested: No Submission Date : 8/25/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Julia Last Name: Araiza

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: j4art1@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

There are so many logical arguments against the bullet train. You don't

consider them.

Please consider the prospective riders. A family of 3 or 4 is better off using their own car. They save the fare cost, and the need to obtain transportation at their destination. They can travel within their own personal time frame. All this is worth more than the gasoline cost.

Your latest estimate is that 10 to 15 minutes will be saved on a Burbank to Palmdale trip. For this small time savings you will mortgage the state's funds. I doubt the prospective ridership wants to go through all the inconvenience of a train trip to save 10 to 15 minutes.

This simple, logical thought is only one of many that you refuse to consider.

How about polling the populace with such questions? Give us the truth about the fare and the time, the frequency of the train scheduling? I don¹t think you dare apply transparency to the bullet train.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Submission I023 (Jose Arias, August 29, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale a Burbank Tarjeta de Comentarios de Alcanc
NOMBRE: Sose Arces	HOW: 8 -29- 2014
LUGAR DE LA REUNION: Sylmar H.S. AFILIACION: Re	sidente
DIRECCIONI 13 016 Day but St. CORREC ELECTRÓNICO:	8499 - P37-4. PG
CIUDAD: POROLUGIA ESTADO: Ca.	CÓDIGO POSTAL: 9433/
¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍOZ. (Marque todas las opciones que correspondan). "NOTA: Esto no sustituye la colicitud formal para recibir avisos legales.	ESTADO PALMDALE A BURBANK BURBANK A LOS ANGELES
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COMENTARIOS ADICIONALES:	
Gracias por su participación en este importante proc Por favor, presente sus comenterios de alcance en la mesa de registro o envís por c También puede unviar sus comentarios de alcance por correo electrónico a: po Todos los comentarios de alcance para la sección del proyecto de Palmágia e Burbank deban	correc este fermularia predirigido. almdale, burbank@har.ca.gov.

Submission I023 (Jose Arias, August 29, 2014)





Submission I024 (Olga Arias, August 29, 2014)

CALIFORNIA High	-Speed Rai	Authority	Palmdale a Burbank Tarjeta de Comentarios de Alcance
NOMBREI 0/ags AVIG	3		FECHAI J-29- DEVY
LUGAR DE LA REUNIÓN: SU/MEN HS.		AFILIACION: Res	sidente
DIRECCIÓN: 13016 DONGO	S.F : CORREGE	LECTRÓNICO	294900: 897-4862
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Submission I024 (Olga Arias, August 29, 2014)





Submission 1025 (Jose Arias Jr., August 29, 2014)

•	Rail Authority	Palmdale a Burbank Tarjeta de Comentarios de Alcance
NOMBRE DOSE AVIOL	∂_{r} .	FECHAI 8-28-2018
LUGAN DE LA REUNION: Sylmar HS	AFILIACIONI RUS	idente
CIUDAD: Pacolula ESTADO	DAREO ELECTRÓNICO:	CODIGO POSTAL (133)
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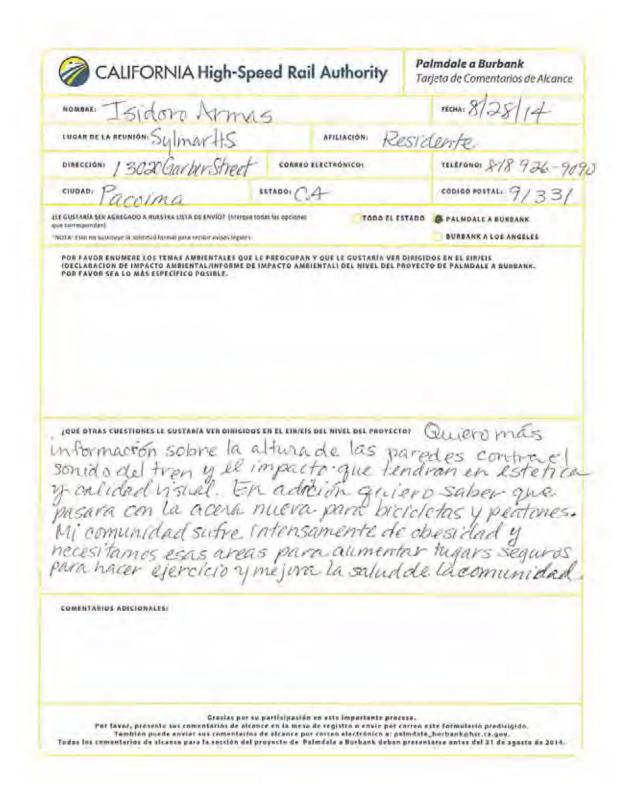


Submission I025 (Jose Arias Jr., August 29, 2014)





Submission 1026 (Isidoro Armas, August 29, 2014)



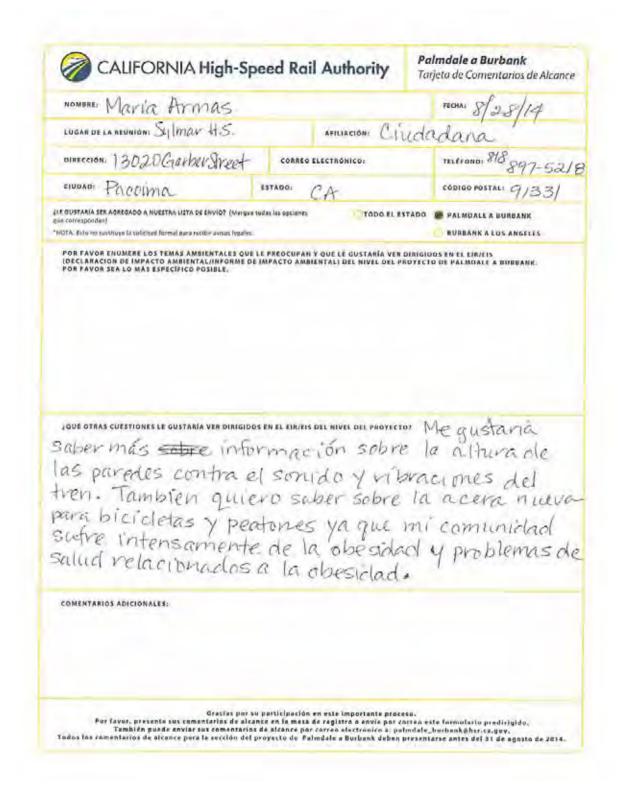


Submission 1026 (Isidoro Armas, August 29, 2014)





Submission 1027 (Maria Armas, August 29, 2014)





Submission I027 (Maria Armas, August 29, 2014)





Submission I028 (Edgar Armas, August 29, 2014)

CALIFORNIA High-Speed Rail Authority	Tarjeta de Comentarios de Alcance
NOMBRE Edgar Armas	FECHAL 8/29/14
LUGAR DE LA REUNIÓN: Sylmar H.S. AFILIACIÓN: R	sident
DIRECCION: 13020 GION DEV St; CORRED ELECTRÓNICO:	TELEFONO 818926-909
CIUDAD: Paco) ma ESTADO: CA	CÓDIGO POSTAL: 9/331
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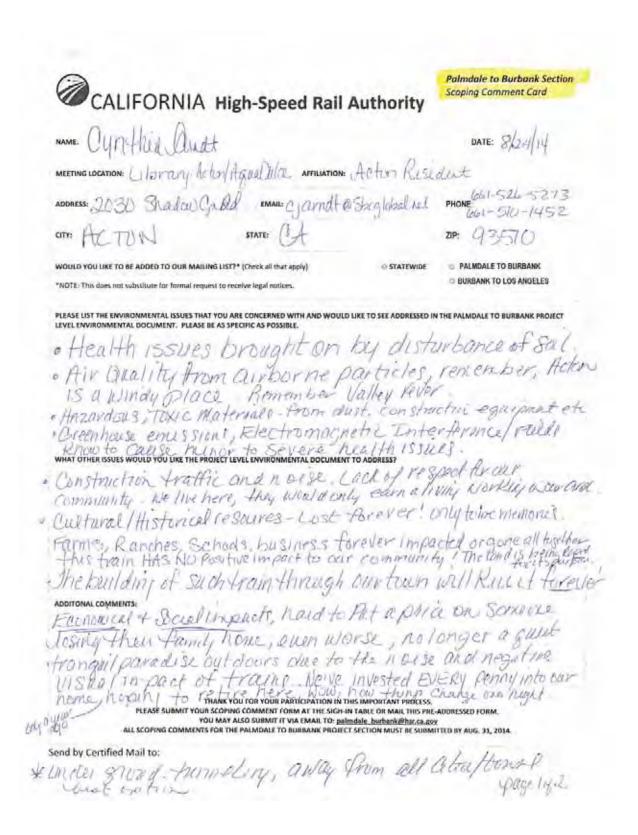


Submission 1028 (Edgar Armas, August 29, 2014)





Submission 1029 (Cynthia Arndt, August 24, 2014)



Submission I029 (Cynthia Arndt, August 24, 2014) - Continued

Page 2 of 2 Cynthia Arndt

HSR: Palmdale/Burbank

Couple of things that need to be documented:
The Palmdale to Burbank route is not desirable nor in the best interest of the CA taxpayers.

- *Currently, there is a Metrolink route through this same location and is not being used to capacity.
- *Additionally, it is well known and documented that the majority of rides on the metrolink DO NOT pay their fare. Fares are paid by an honor system which is only monitored once a week. Again, this financial burden is falling on the law abiding taxpayers.
- *Most importantly, as mentioned by the HSR rep. Michelle Boehm, the fare for riding one-way from Palmdale to Burbank is estimated to be 30.-50. dollars each way. Seriously, who will or can afford 60.-100. per day round trip. Who is the HSR rider? Will this burden again be placed on the taxpayers along with huge construction overrides? The commuters from this location do not use metrolink fares and will definitely not pay HSR fare prices. Keep in mind, many of the commuters are in construction trades, home services, etc and need the use of their vehicles daily.

PLEASE be sensitive when making decisions that impact others, financially and emotionally. These decisions made impact others very deeply and are truly life changing and not in a good way....

As a mother of a brain tumor (gbm) cancer miracle survivor, daughter of current blood cancer patient and a newly one-year resident of Acton, I am so deeply sadden to hear of the drive/push for the HSR through our entire Acton/Agua Dulce community, which I feel after reading many news article is for political purpose, pay backs, on California taxpayer dollars.

We looked long and hard for a clean, peaceful place to call home after years of dealing with serious, stressful situations. We only moved into our newly renovated Acton home in April of this year. Spent every last dime making this home our last with hopes to retire here in this tranquil town (my husband and I are both in mid 50's). To my shock and dismay to discover August 2014 in the Antelope Valley Press newspaper that my home directly within the new, HUGE, study area. Please understand the HSR has now, with this news, devastated our home value and created their own moratorium of selling homes in Acton. How irresponsible and inhuman of the HSR!



Submission 1030 (Brooklyn Arndt, August 29, 2014)

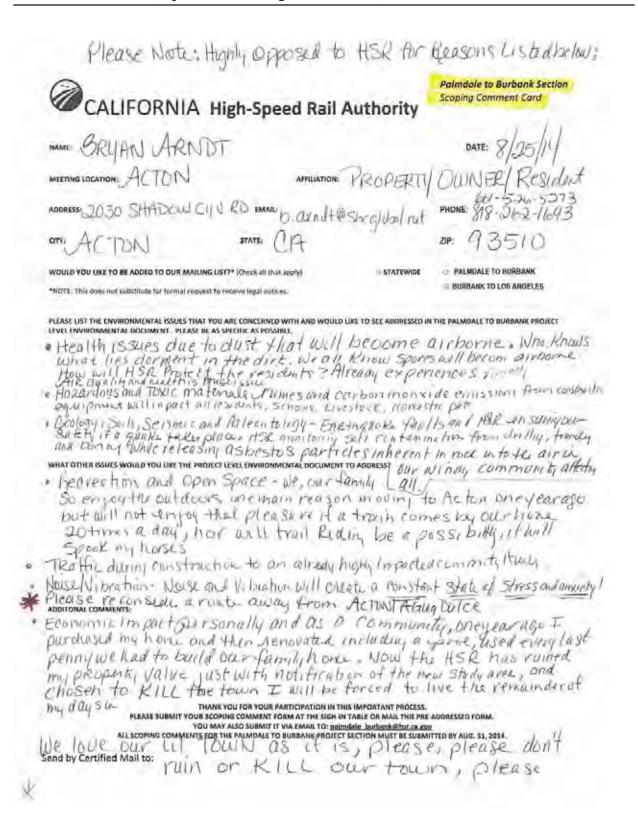
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CALIFORNIA HI	igh-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: BROOKlyn AT	NAME: BROOKlyn Arndt	
MEETING LOCATION: Az fun	. "	sident
ADDRESS: 2030 Shad	low an Roban:	PHONE: 661-570-2662
um Acton	STATE: CA	210: 93570
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Submission 1030 (Brooklyn Arndt, August 29, 2014)





Submission 1031 (Bryan Arndt, August 29, 2014)





Submission 1031 (Bryan Arndt, August 29, 2014)





Submission 1032 (Christi Ausherman, August 30, 2014)

Palmdale - Burbank - RECORD #444 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Christi Last Name: Ausherman

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: chrisaush@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

I am writing this letter in STRONG opposition of a bullet train being built from Stakeholder Comments/Issues:

Burbank to Palmdale with the currently proposed route. My reasons are; It will interfere with water resources, free flowing rivers and natural springs. This area is one of few remaining travel corridors and habitats for wildlife and the train WILL change that forever.

EARTHquakes! Really?!!! Going thru a mountain with several fault systems

People go to the mountains all the time for fun and recreation, this will impact that greatly. Also the flood plain part, we may be in a drought now, but eventually this area will flood! The area is subject to liquefaction. There are also rare and endangered species including mountain lions, Nelson's bighorn sheep, mountain yellow-legged frogs, Bell's Vireo bird and Santa Ana Suckers in this area.

Christi

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission 1033 (Kaarin Axelsen, August 28, 2014)

Palmdale - Burbank - RECORD #560 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type : Individual Interest As: Individual **Submission Method:** Project Email First Name: Kaarin Last Name : Axelsen

Professional Title : Business/Organization :

Address: 10620 Art Street

Apt./Suite No. :

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

 Telephone :
 310-625-4246

 Email :
 k_axelsen@msn.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

Kaarin Axelsen Forester

10620 Art Street

Shadow Hills, CA 91040

310-625-4246

August 28, 2014

Mark A. McLoughlin, Director of Environmental Services

Submission 1033 (Kaarin Axelsen, August 28, 2014) - Continued

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority

Southern California Regional Office

700 N. Alameda, Room 3-532

Los Angeles, CA 90012

Via email: palmdale_burbank@hsr.ca.gov

Re: proposed "alternative" HSR route

Dear Mr. McLoughlin:

I am writing to express my opposition to the High speed Rail Authority's (HSR) "alternative" line that would take the HSR through the mountains via tunnels and then through Big Tujunga Wash and the heart of

rmy community of Shadow Hills. I believe this it is irresponsible for the HSR to have put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and

puts so many people in the path of this route.

Shadow Hills is a largely rural, equestrian community, and is one of the last such areas in the greater Los Angeles area. The Hansen Dam/Big Tujunga Wash area is a

haven of natural beauty enjoyed by equestrians, hikers, cyclists, and many others who welcome a respite from noisy and crowded urban environment of

Angeles. To put the HSR right through this oasis would effectively destroy it.

As a general concept, I am in favor of HSR and mass transit in general. However, such projects must not be allowed to destroy the few natural areas that we have in Los Angeles. In addition to what I believe would be the astronomical economic costs associated with tunneling through the mountains, there are myriad environmental obstacles to this proposed route.

Submission 1033 (Kaarin Axelsen, August 28, 2014) - Continued

The original route along the established transportation corridors of the 14 and 5 freeways would take the HSR through commercial and industrial areas. This is what makes sense, from an economic, environmental, and human cost standpoint.

Why would the HSR want to destroy residential communities (Lake View Terrace,

Shadow Hills) and natural areas when there is another route that is already in heavy use for transportation and industry?

It makes no sense, and the communities impacted will not stand by and allow ourselves to be literally and figuratively thrown under this train. I sincerely hope that the HSR will reconsider this "alternative" proposal and revert to the original route. Thank you for your time and attention.

Best Regards,

Kaarin Axelsen Forester

Cc: Councilman Felipe Fuentes

Supervisor Mike Antonovich

Supervisor Zev Yaroslavsy

Mayor Eric Garcetti

Assemblyman Raul Bocanegra

Congressman Adam Schiff

Submission I033 (Kaarin Axelsen, August 28, 2014) - Continued

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

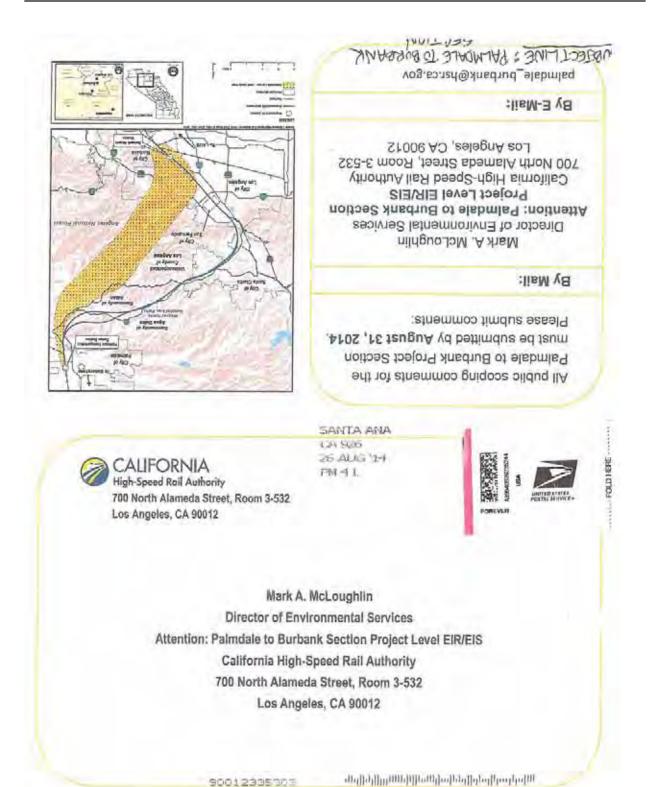
Form Letter :

Submission 1034 (Susan Ayer, August 24, 2014)

CALIFORNIA High	h-Speed Rai	il Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Susan Ayer			DATE: 8/29/14
MEETING LOCATION:	ATTACAM ATTACAM		
ADDRESS: 1103 Bloomdale ST	EMAIL		PHONE: 626-676-4115
city Duarte	STATES CA		2151 91010
WOULD YOU LIKE TO BE ADDED TO OUR MAIL!		apply) STATEWID	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
areas. The cuashes in the ca and mountain bikers. There is would likely be found to drive twould also like to see the is are areas that are prone to a from the mountains from a what other issues would volve the on the track running down by s he wildlife living in the forest, will ap will definitely be noticeable town will the train avoid affects	She of Flord Flooding in his would the ton hosecreever environ a for metwork of RIM and I-5: The vibrations to the inhabile	mitigation add avy mins, also in infrastructura mental occument to al of tunnels could for the constr from the constr fonts of the Gra	ressed. Clearly the washes bringing a lot of debris down to boult to handle this and ponesse where world the winter/s possibly have less effect than by expensive and disruptive to Jetion and then trom the
ADDITIONAL COMMENTS:			



Submission 1034 (Susan Ayer, August 24, 2014)





Submission 1035 (Jacki Ayer, August 29, 2014)

Palmdale - Burbank - RECORD #510 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jacki Last Name:

Professional Title:

Business/Organization:

Address: 2010 West Avenue K

Apt./Suite No.: 701 City: Lancaster State: CA Zip Code: 93536 Telephone: 949-278-8460 Email: airspecial@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Ms. Perez and Mr. McLoughlin

Ayer

Attached please find (in pdf format) scoping comments submitted pursuant to the Palmdale-Burbank High Speed Rail project which are timely filed in accordance with instructions provided at various joint FRA/CHSRA scoping meetings. The attached comments address 3 issues that are of key importance to the Community of Acton: high speed train noise impacts, CEQA/NEPA compliance, and residential well impacts. Separate files addressing each of these individual topics are submitted with this email communication. To ensure my comments are properly communicated to both the FRA and the CHSRA, I am submitting them to both of the email addresses listed in the FRA NOI. If you have any questions, or are unable to

open the attached, please do not hesitate to contact me at (949) 278-8460.

Regards

Jacqueline Ayer

2010 West Avenue K, #701 Lancaster, CA 93536

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter:

Attachments: noise_comments.pdf (775 kb)

Well_impact_comments.pdf (257 kb) CEQA_NEPA_comments.pdf (728 kb)

COMMENTS ON THE PALMDALE-BURBANK HIGH SPEED RAIL NOISE IMPACT ANALYSIS

The three essential elements of the Palmdale-Burbank high speed train noise impact assessment are:

- 1. Quantify train noise level projections using computer modeling based on train configuration, operating parameters, and sound propagation conditions.
- 2. Develop noise descriptors to assess noise impacts and establish impact criteria and apply these results to project area data to ascertain the location and number of receivers for whom the project presents potentially "severe" or "significant" adverse impacts.
- 3. Apply impact mitigation measures and ascertain the extent to which significant impacts are reduced.

Comments, concerns, and recommendations regarding each of these elements of the Palmdale-Burbank high speed train noise impact study are addressed separately below. In addition, a brief discussion of issues unique to Acton are provided

1. HIGH SPEED TRAIN NOISE LEVEL PROJECTIONS

The high speed train noise estimation methods employed by FRA/HSRA are set forth in detail in Chapters 4 and 5 of the FRA's "High Speed Ground Transportation Noise and Vibration Impact Manual" published in September 2012. These methods consider various locational and operational parameters that contribute to the high speed train Sound Exposure Level ("SEL") that is experienced at any given location. The manual is written in a simple and straightforward manner and it directs that equations (provided in Table 5-4) be reconciled with applicable train parameters (provided in Table 5-2) to project sound levels generated by a high speed train operated under the expected conditions. Notwithstanding the erroneous value for len_{ref} that is provided in Table 5-2 for the propulsion subsource component of EMU trains (the value should be 73, not 634), the SEL calculation methods provided in the manual can easily be used by the public to assess the accuracy of FRA's/HSRA's noise profile results and (by extension) the validity of FRA's/HSRA's noise impact analysis. Unfortunately, the public has not been able to perform these assessments on previous environmental impact studies prepared by FRA/HSRA because these studies failed to provide the information necessary for such analyses. For example, the Merced-Fresno EIR failed to provide information such as the number and length of power units and the length of passenger cars in the modeled trainset, so the subsource SEL value at 50 feet could not be calculated. Similarly, the Merced-Fresno EIR/EIS failed to provide shielding and ground effect data for any location along the corridor, so it is impossible to calculate any SEL at any distance for any location. Even if some of this information had been provided so that members of the public could "spot check" the calculated SEL results for at least some locations, there is nothing to compare

these calculated values against because FRA/HSRA *failed* to publish any of the actual high speed noise levels computed by the noise prediction model!!! All of these omissions are explicitly contrary to the instructions provided by the 2012 FRA Noise Impact Assessment Manual, which states that the environmental impact analysis must list the data that is input to the noise prediction model, and it must provide a detailed accounting of predicted noise levels resulting from the high speed rail project (See Page 11-2).

FRA/HSRA has not provided any noise prediction levels in any of the EIR/EIS documents prepared to date. Instead, FRA/HSRA has plotted "dots" which identify locations where the calculated difference between the predicted "cumulative" noise level (averaged over 24 hours) and the existing "cumulative" noise level exceed specific threshold values (see for example Figures 7-2 to 7-5 of the Technical Noise Study prepared for the Merced-Fresno EIR/EIS). The plain language contained in the 2012 FRA Noise Assessment Manual clearly directs FRA/HSRA to provide the actual noise levels that are predicted by the high speed train noise model; it does NOT allow this requirement to be satisfied by mere "dot plots" of locations where differences between 24-hour averaged "project" noise levels and "existing" noise levels meet some pre-established threshold. These omissions (which constitute substantial deficiencies) are unacceptable to the community of Acton and must not occur in the environmental impact analysis that is conducted for the Palmdale-Burbank segment. FRA/HSRA must provide contour maps of actual sound exposure levels (SELs) in 10 dBA increments that range from the maximum value to 60 dBA for all high speed train corridors proposed in Acton. In addition, and consistent with the requirements imposed by FRA's 2012 Noise Assessment Manual, FRA/HSRA shall provide relevant noise model inputs (including sound propagation parameters that properly reflect that G=0 throughout most of Acton) which will enable the public to confirm at least some of the SEL values that are projected. Of particular concern is projected pantograph noise levels that can exceed 100 dBA, and which occur high (16 ft) on the train and are therefore not effectively shielded by the 12 foot sound barriers typically relied upon by FRA/HSRA to mitigate sound impacts.

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40] C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. There is no question that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank segment. The fact that FRA/HSRA have failed to produce such information in previous environmental reviews is irrelevant; previous compliance failures do not justify future compliance failures. The best way to disclose this information is to provide high speed train noise contour maps for Acton that are plotted in 10 dBA increments which range from the maximum value to 60 dBA or less. In prior environmental assessments, FRA and HSRA have only reported the locations at which calculated 24-hour "average" noise parameters exceeded established thresholds. These calculated 24-hour "average" noise results (which were not published either) combined existing ambient noise data with projected high speed train noise data to derive some sort of "cumulative" noise impact. While this 24-hour "average" value may be construed to represent some sort of indirect impact or perhaps a



cumulative impact (both of which must also be considered under CEQA), it does not, by any stretch of the imagination, represent the "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. FRA's continual violations of NEPA and HSRA's continual violations of CEQA will **not** be tolerated by the community of Acton, which demands that actual noise levels be provided in the Palmdale-Burbank EIR/EIS.

In addition to the deficiencies noted above, there are additional concerns with the procedures that FRA/HSRA implemented in previous environmental studies to establish sound propagation rates and identify appropriate screening distances and noise study areas. According to Figure 7-1 of the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it appears that FRA/HSRA assume a "soft-ground" propagation rate in which sound attenuation occurs at approximately 4.5 dBA per distance doubling. This attenuation rate is NOT appropriate for the community of Acton, which (as a desert community) has very little vegetation cover in most areas. A maximum attenuation rate of 3 dBA per distance doubling is more appropriate for Acton. It also appears that this "soft ground" propagation rate was used to establish impact screening distances and study areas necessary for ensuring proper identification of all impacted receivers. According to the Merced-Fresno "Noise and Vibration Technical Report", a screening distance of 2,500 feet from the proposed alignment was established based on specific "project factors". However, the study failed to specify these "project factors". Some factors (such as train speed) are obvious, but others are not. In any event, FRA/HSRA must not assume a 4.5 dBA per distance doubling "soft-ground" propagation rate in determining appropriate screening distances for Acton, since a 3 dBA per distance doubling is more appropriate. Additionally, the assumptions relied upon by FRA/HSRA in determining screening distances, noise projections, sound propagation, etc., must be clearly and thoroughly documented in the Palmdale-Burbank noise impact study to such an extent that it will allow members of the public to confirm the accuracy of the results that are reported.

2. FRA/HSRA NOISE DESCRIPTORS AND IMPACT CRITERIA

FRA/HSRA address high speed train noise effects using 3 different "noise descriptors", each of which has a "severe" impact criterion that is used to establish whether or not the effect is significant. The primary descriptor (used to assess human impacts) relies on the principal of averaging cumulative sound exposure levels over a 24 hour period, and the impact criteria associated with this descriptor is similarly averaged. A secondary descriptor (referred to as noise "onset rate") addresses potential startle effects; FRA/HSRA considers this noise effect to be "informational" only and its associated impacts are not actually assessed. The third descriptor addresses noise impacts on animals. Each of these noise descriptors and their associated impact criteria are discussed below (along with the attending problems and deficiencies they present).

2.1 Primary High Speed Rail Noise Descriptor.

The primary noise descriptor adopted by the FRA/HSRA employs a noise "averaging" model to determine the extent to which a high speed rail project will create significant *cumulative* noise impacts on human populations, and it ostensibly establishes the noise impacts experienced by an individual on average over a 24-hour period at a particular



location¹. This 24-hour averaging noise impact approach has been employed in the United States for decades to assess noise effects of conventional locomotives with operating speeds below 125 mph. This 24 hour averaging parameter is referred to as "The Day Night Sound Level" (L_{dn}) and it does not represent actual noise events, rather it "dilutes" these noise events by averaging them in with other noise events that occur over a 24-hour period.

 L_{dn} values are calculated for a particular receiver location by reconciling the calculated high speed train SEL results at that location (described above) with system operating data (such as the number of trains per day) and "shielding" parameters (if applicable). The L_{dn} value calculated at a particular receiver location is then compared to actual existing L_{dn} levels (measured at representative receiver locations under existing [non-project] conditions). If the difference between these L_{dn} values meets or exceeds the "severe" impact criterion, the noise impact at that particular location is deemed "severe". Areas where "severe" impacts occur are flagged for potential mitigation measures to reduce project noise impacts.

 L_{dn} fails to properly characterize significant noise events that are created by frequent, 220 mph high speed train trips, therefore FRA's and HSRA's reliance on L_{dn} as the metric for determining "significance" or "severity" of noise impacts attributed to high speed train operation is misplaced. The fact is, sound levels generated by trains operating at these speeds can be more than 20 dBA higher (and therefore 4 times louder) than conventional locomotives², and they occur with much more suddenness due to high train speeds. Worse yet, the frequency at which these sound events occur is also higher; high speed train trips through Acton are expected to exceed 20 per hour³, which is significantly greater than conventional train travel rates. L_{dn} fails to accurately represent the significant noise impacts created by these rapid, frequent, high dBA "peak" noise events because it masks their significance by averaging them over a 24 hour time period, thereby rendering them insignificant.

This is illustrated in Table 1, which presents L_{dn} as a function of train traffic volume at a location where the actual Sound Exposure Level (SEL) is 90 dBA. To an individual at this location, what is heard is louder than a jackhammer operating 50 feet away⁴. The traffic volumes considered in Table 1 range from one train every 10 minutes to one train every 30seconds. Obviously, the impact of being constantly exposed to 90 dBA noise levels every 1-3 minutes is substantially greater than being exposed every 10 minutes; under such circumstances, one could not have a conversation, read, think, or reasonably function. Yet, incredibly, the value of L_{dn} is nearly the same for both these circumstances. In other words, the value of Ldn hardly changes at all, even when train volumes *increase by a factor of 10*. Equally important is the fact that that L_{dn} misrepresents a 90 dBA sound events as being at least 4 times quieter than they actually are (noting that every 10 dBA increase in sound level will actually doubles the sound volume). This gives a disingenuously false representation of actual noise events. As Table 1 demonstrates, L_{dn} intrinsically fails to accurately represent "actual" noise events, and is therefore insufficient to establish the noise impacts of, and appropriate mitigation measures for, the California High Speed Rail project. The HSRA is reminded that CEQA requires consideration of *actual* impacts resulting from actual project noise conditions rather than contrived and watered down



representations of 24-hour average noise estimations. In other words, the high speed rail project will expose Acton residents to frequent, 100 dBA noise events which are 40-60 dBA higher than current noise conditions, therefore CEQA demands that the actual impacts generated by these actual conditions be assessed in HSRA's environmental review; L_{dn} is insufficient for this purpose.

Table 1. L_{dn} Variations as a Function of Train Passing Rate.

Daytime Trains per hour	Nighttime Trains per hour	
		L _{dn}
6 (one every 10 minutes)	2	64
20 (one every 3 minutes)	2	67
60 (one every minute)	2	69
120 (one every 30 seconds)	2	73

Based on an SEL of 90 &b no excess shielding from trees/buildings (appropriate for Acton)

The fact that FRA has historically relied upon L_{dn} to assess noise impacts of conventional locomotive systems that operate at speeds less than 125 mph is irrelevant, and it certainly does not provide any basis for using L_{dn} to ascertain noise impacts of 220 mph train systems. The propulsion and mechanical sound profiles generated by conventional locomotives are substantially lower than the aerodynamic sound profiles generated by high speed trains operating at 220 mph⁵. Equally important is the fact that the lower speed of conventional locomotives limits the frequency with which conventional locomotives can run (in terms of trains per day), thus high speed train traffic volumes are many times greater than conventional train systems. In other words, 21st century high speed trains present significantly higher sound exposure levels and run far more often than 19th century conventional locomotives. Despite these remarkable differences, and without any engineering justification or efficacy studies, the FRA has simply chosen to evaluate high speed train noise impacts using the same old 24 hour averaging model that it has used for decades on slower, quieter, less frequent and significantly less impactful conventional train systems. Clearly, this is inappropriate, given that the 24 hour average noise exposure model (Ldn) perceives very little difference between a 90 dBA noise event that occurs once every 10 minutes and a 90 dBA noise event that occurs once every minute.

FRA/HSRA use the 24-hour noise averaging model to not only determine high speed train noise impacts, but also to determine the threshold at which these impacts are deemed "severe". The 24-hour average noise impact thresholds of significance adopted by FRA/HSRA (which are also referred to as "Noise Impact Criteria") are depicted in Figures 3-1 and 3-21 of the FRA's 2012 Noise Assessment Manual. These noise impact criteria are particularly troubling to Acton, which is a relatively remote community that has a predominantly quiet sound profile. Existing noise levels in Acton (expressed in terms of L_{dn}) that occur near the proposed high speed train corridors are on the order of 45 dBA. Some areas of Acton are so quiet that conversations can be heard at a distance of half a mile! Yet, according to the established "Noise Impact Criteria", FRA/HSRA does not

consider high speed train noise impacts in these areas to be "significant" or "severe" unless they increase the L_{dn} value BY 15 dBA, which corresponds to a 3-fold increase over Acton's existing average sound profile⁶. According to the 2012 FRA Noise Assessment manual, this significant impact threshold was established based on data presented in Figure A-4 (which only addresses urban environments and is therefore not relevant to Acton) and Figure A-5, which ostensibly indicates "the lowest threshold where impact start to occur" [See pg A-14]. FRA concludes (from Figure A-5) that "there are very few people highly annoyed when the L_{dn} is 50 dBA, and that an increase in L_{dn} from 50 to 55 dBA results in an average of 2 percent more people highly annoyed". This conclusion is drawn from a mathematically "fitted" response curve that overlays Figure A-5 and is supposed to represent the data points that are plotted therein. However, inspection of the fitted response curve and the data plotted in the range of interest (40-55 dBA) reveals that, for this data range, the curve is so substantially biased that it introduces an unacceptable level of error and is therefore mathematically invalid. Simply put, FRA's conclusion is mathematically insupportable. This is confirmed by the fact that, for L_{dn} <55, most of the data points lie significantly above the curve, and in fact only one data point lies below the curve. The substantial error in Figure A-5 within the 40-55 dBA range of interest completely invalidates FRA's conclusion that an L_{dn} increase from 50 to 55 dBA is "the lowest threshold where impacts start to occur".

What Figure A-14 clearly shows is that, for people who live in quiet environments like Acton (where existing L_{dn} values are less than 50 dBA), upwards of 10 percent (and certainly far more than 2 percent) of people will become "highly annoyed" if L_{dn} sound levels increase by as little as 5 dBA. This is not surprising; people move to communities like Acton specifically because they want to escape the noise and bustle of urban and suburban areas, and they do indeed become "highly annoyed" when the noise level is suddenly increased to a range commensurate with suburban living (i.e. 60 dBA). Stated more clearly, a substantial portion of Acton's population will become "highly annoyed" if the L_{dn} increases by even 5 dBA. This is a fact made clearly evident by the data presented in Figure A-5. For this reason, the FRA Noise Impact Criteria depicted in Figures 3-1 and 3-2 of the 2012 Noise Assessment Manual are not appropriate for Acton, and they are certainly not mathematically supportable. To be consistent with the data presented in Figure A-5, the FRA/HSRA should adopt a "severe" impact L_{dn} noise criterion of 5 dBA for all areas in which the existing L_{dn} value is less than 55 dBA.

Even if we pretend for a moment that FRA's assumptions are valid regarding 50 dBA being the lowest annoyance level (it isn't) and 5 dBA representing only a 2% increase in annoyance (it doesn't); these erroneous assumptions still do not justify FRA's determination that, for quiet communities like Acton, incremental noise increases are not deemed "severe" until they reach 15 dBA *on average.* FRA provides absolutely no data to support this outrageous determination, which must be abandoned in the Palmdale-Burbank HSR EIR/EIS.

It is also noted that a key element that is missing from all FRA/HSRA noise impact assessments is a consideration of the *actua*l sound level increases that high speed trains create. This is specifically contrary to noise assessment and impact procedures adopted by



high speed rail agencies outside the United States. The calculation procedures presented in the 2012 FRA Noise Assessment Manual clearly demonstrate that noise levels outside the high speed train right-of-way width will commonly exceed 100 dBA and do so with great frequency (up to 20 times per hour), yet the very real impacts created by these significant noise events (such as sleep disorders, inattentiveness, etc.) are completely ignored in every environmental assessment that is performed. In fact, prior environmental reviews conducted by FRA/HSRA have gone to great lengths to avoid reporting any Sound Exposure Levels (SEL) for high speed trains *even though* this is precisely the information that is of primary interest to the public! For example, the only instance in which the Merced-Fresno EIR/EIS even considers "actual" sound exposure levels is in the discussion of "animal impacts", and that analysis was cursory at best. Residents in the communities of Fresno, Merced and Bakersfield have not been provided any information regarding the actual noise levels that they will be forced to endure. This is not acceptable to the community of Acton, which must be provided a full and complete picture of the actual sound exposure levels that will be occur along all of the high speed train corridors that are proposed.

2.2 Onset Rate

Despite its reliance on a 24 hour averaging method to determine the "significance" of high speed train impacts, FRA acknowledges that "The presence of a high-speed rail system in close proximity to homes may result in a new noise unlike other existing sources of community noise", and further acknowledges that this new noise exposure can be characterized "by sudden onset of high noise levels for a short duration". FRA cites research done by the U.S. Air Force which indicates that a "startle" effect occurs for noise onset rates as low as 15 dBA/second8 FRA's own data clarify that, for steel wheel systems operated at 220 mph (which are proposed for the Palmdale-Burbank segment), a 15 dBA/second noise onset rate can occur within 100 ft of the train corridor 9 Nonetheless, FRA has declared (without citing any studies or actual evidence) that a 30 dBA/second noise onset rate will be the basis upon which "startle" effects will be considered significant 10 even though such an assumption is inconsistent with, and substantially more than, published studies. Of equal concern is the fact that FRA/HSRA consider data relevant to "startle" effects to be informational only 11, which means that "startle" effects are not considered to be a legitimate element of any high speed rail noise impact assessment or mitigation effort. In other words, FRA/HSRA acknowledge that "startle" effects present a new and significant noise impact that is unique to high speed rail systems, but do not intend to consider the "startle" effect to be as an actual impact which requires mitigation. This is not surprising, given FRA's/HSRA's intractable (and inappropriate) commitment to using the 24-hour noise averaging "Ldn" model to establish high speed train noise impacts. The 24-hour noise averaging model does not (and cannot) accommodate "startle" effect and rapid onset rate impacts, so FRA/HSRA simply disregards these impacts based on an arbitrary (and technically insupportable) impact threshold of 30 dBA/second rather than the 15 dBA/second threshold supported by published studies. The 30 dBA/second noise "Onset Rate" threshold is inadequate and technically insupportable, therefore the Community of Acton demands that 1) An onset rate significance threshold of 15 dBA/second be established for the Palmdale-Burbank segment, and 2) The areas where high speed train noise models indicate a 15 dBA/second onset rate will occur must be clearly mapped for all the high speed train corridors that are proposed.



2.3 Animal Impacts

FRA admits that it has not established any "criteria relating high speed train noise and animal behavior" though it acknowledges that high speed train noise characteristics "are similar to low overflights of aircraft", and that such noises "can have a disturbing effect on both domestic livestock and wildlife" 12. FRA further admits that hearing in animals differs from hearing in humans, thus it may not be appropriate to establish noise impacts on animals via the "A-weighting" approach implicit in FRA's noise impact assessment procedures 13. Nonetheless, and despite the fact that "Long-term effects [of noise on livestock and wildlife] continue to be a matter of speculation" and the lack of sound weighting data "established for representing the hearing characteristics" of animals, FRA has adopted "interim" criteria for establishing high speed rail noise effects on animals, and declared that these "interim" criteria are to be used until "further research results are known" 14. The problems with this approach are almost too numerous to count, not the least of which is that FRA has been using this "interim criteria" for more than 10 years, and has failed to conduct *any* of the research needed to properly establish an accurate and responsive approach for determining high speed train noise impacts on animals 15.

FRA has shirked its duties and abdicated a fundamental responsibility by failing to develop an appropriate means for assessing and mitigating this high speed train noise impact. Rather than properly developing appropriate noise impact criteria for animals, FRA has merely "borrowed" the 100 dBA SEL criteria developed by the U.S. Air Force without any consideration of whether the Air Force criteria is even applicable to high speed rail operation! For the record, it is not. The Air Force established the 100 dBA SEL for turkeys experiencing *occasional* low aircraft overflights that do not occur continuously or at the same frequency as high speed rail systems¹⁶. In other words, the low aircraft overflights considered in the Air Force turkey study do not occur 272 times per day, every day of every week of every year (which is the high speed train schedule proposed for the Burbank-Palmdale section¹⁷), so it is clearly inappropriate to rely on this study as the basis for developing a high speed rail noise impact threshold for all animals. More to the point, a turkey's response to infrequent and unscheduled 100 dBA noise events is not in any way representative of all animal responses to frequent (272 times per day) noise events that will exceed 100 dBA. This fact is made clear in the FRA's 2012 Noise Impact Assessment Manual, which clarifies that mammals will break and run at noise levels as low as 77 dBA18. The failure of FRA/HSRA to establish an effective means of assessing high speed train noise impacts on animals is a matter of substantial concern in Acton, which is not only an equestrian community (whose residents ride extensively throughout the proposed HSR corridors) but also has numerous and extensive agricultural and animal rescue facilities which accommodate a wide range of domestic and wild animals including horses, cows, chickens, sheep, tigers, llamas, emus, etc.

To address these failures, FRA/HSRA must provide accurate Sound Exposure Level (SEL) contour maps for each of the high speed rail corridors proposed in the community of Acton. Some horses are exceptionally skittish, and will react in panic at noise levels that are quite low (in fact, FRA's own data establishes that sounds as low as 77 dBA will cause antelope to run). Therefore, these SEL maps must be sufficiently detailed to enable Acton residents to



ascertain where it may be unsafe or inappropriate to ride their horses or establish other equestrian or animal uses based on their own knowledge of their animal's intrinsic temperament. At a minimum, noise contours for the community of Acton must be provided in 10 dBA increments and extend to areas where the SEL = 60 dBA. Notably, FRA/HSRA have not developed SEL contour maps in any of the environmental impact studies that have been completed to date (including the Merced-Fresno EIR/EIS and the Fresno-Bakersfield EIR/EIS). When I asked an FRA/HSRA engineer at a recent scoping meeting why SEL maps were not included in prior HSR environmental reviews, I was told that "they are not required by the Manual". The engineer who made this statement is very much mistaken; the 2012 FRA Manual clearly requires that high speed train impact assessments must include tabulated noise prediction results that are also illustrated by "contours, cross sections, or shaded mapping" [See page 11-2].

3. NOISE MITIGATION

For areas in which modeling results indicate "severe" project noise impacts will occur, FRA/HSRA is supposed to implement mitigation measures to reduce noise levels. According to the 2012 FRA Noise Assessment Manual (which addresses federal NEPA issues), the need for mitigation depends on the magnitude of the impact, cost, and other factors. CEOA imposes different mitigation requirements, and in fact mitigation measures and/or project alternatives that successfully reduce significant impacts while achieving most project objectives must be implemented unless it can be conclusively demonstrated (by substantial evidence) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Since the high speed train project proposed by the HSRA is subject to CEQA, the more stringent mitigation/project alternative requirement applies.

A number of problems have been found with the manner in which FRA/HSRA addressed noise mitigation measures in previous impact assessments. For example, in the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it is impossible for the reader to ascertain the actual level of noise mitigation that was achieved by the limited number of 12 foot sound barriers which were proposed. The Technical Report first maps the locations where noise mitigation measures could be applied (Figures 8-1 to 8-4). Then, it maps (in Figures 8-5 to 8-8) where potential sound barriers could be deployed (without explaining how or why these elements differ). Then the Technical study lists the sound barrier lengths that would be "cost-effective", the number of "severe" impact reductions that would be achieved by these sound barriers, and the number of "severe" impacts that would remain (Tables 8-1 to 8-5). Then, in Tables 8-5 to 8-13, the Technical Report lists additional details about the "cost effective" barriers and again identifies the number of "severe" impacts remaining. One obvious problem with this information is that the values reported for residual "severe" impacts in Tables 8-1 to 8-5 don't agree with the values reported in Tables 8-6 to 8-13 $^{\rm 19}$. Another problem is that there appears to be no connection between the "severe impact" numbers reported in Table 7-1 and the numbers reported for "Severe Receptors Protected", "Severe Impacts Eliminated", and "Residual Severe Impacts" in Tables 8-1 to 8-4. A more substantial problem is that the Merced-Fresno EIR/EIS and accompanying Technical Study discuss only "severe" impact reductions

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in those limited areas were noise barriers were deemed "cost effective". It fails to address reductions in "severe" impacts that were achieved overall for each project alternative, and it fails to clarify why barriers along portions of the proposed corridors were deemed not "cost effective" even though they would have clearly reduced impacts on severely impacted receptors²⁰. In other words, FRA/HSRA failed to explain why severely impacted receptors located in certain areas were deemed not "cost-effective" to protect.

These omissions are inconsistent with the instructions provided in Chapter 11 of the 2012 FRA Noise Assessment Manual, which requires that environmental documentation "provides the vehicle for reaching decisions on appropriate mitigation measures" and "Reasons for dismissing any abatement measures should be clearly stated, especially if such nonimplementation results in significant adverse effects". In the Merced-Fresno environmental documents, FRA/HSRA fails to even point out that these "cost" decisions actually left many receptors unprotected. This fact only comes to light if one embarks on an exhaustive comparison of tabulated data spread throughout the Technical Report. Worse yet, FRA/HSRA fail to provide any reasons why it was deemed "cost effective" to protect some severely impacted receptors, but not others. Perhaps FRA/HSRA has developed some sort of "unit cost per severe receptor saved" threshold which was applied to the Merced-Fresno project to decide who is protected and who is not. One can only guess, because the matter is left unaddressed in the environmental documents. One thing is certain, the public has a right to know the details of such decisions, therefore it is expected that such information will be provided in the environmental documentation prepared for the Palmdale-Burbank section.

An additional concern is the astonishingly high reduction in "severe impacts" that the "cost effective" noise barriers achieved for Merced-Fresno segment; according to Tables 8-1 to 8-4 of the Technical Study, as much as 95% or more of the "Severe Receptors" are protected. The noise barriers considered for this project are (with few exceptions) only 12 feet high, and are therefore barely tall enough to reduce aerodynamic noise generated at the train nose and are *too short* to reduce aerodynamic noises generated at the (15 foot high) pantograph. Under these conditions, the shielding for this subsource SEL is negligible, and the SEL passby value would remain quite high, corresponding to much higher Ldn values (after mitigation) than the reported results suggest. The FRA/HSRA environmental documents don't bother to explain how these extraordinary reductions are achieved; they are just presented as fact. This is unacceptable; any mitigation levels claimed in FRA/HSRA environmental documents prepared for the Palmdale-Burbank segment must be conclusively proven and explained.

Beyond these issues, there remains the inescapable fact that *none* of the mountains of data provided in the Merced-Fresno EIR/EIS provide any indication of the actual sound level reductions that will be achieved by the noise barriers that are proposed *even though this* is precisely the issue of primary concern to any and all individuals affected by the CHSRA project. This established FRA/HSRA "pattern" of providing enormous quantities of tabulated mitigation data that is inherently inconsistent and which says virtually nothing about actual noise level reductions is *unacceptable* to the Community of Acton. Acton residents expect that the EIR/EIS prepared by FRA/HSRA for the Palmdale/Burbank route



will provide sufficient data to confirm the noise reduction levels that are claimed and it will provide noise contours plots that show the extent to which proposed mitigation measures will reduce projected noise levels. This information must be provided in a format which would enable a reasonable individual to confirm that the results are consistent with the noise exposure level and mitigation calculation procedures provided in the 2012 HRA Noise Assessment Manual.

Additionally, CEQA does not allow the HSRA to avoid environmentally superior alternatives or mitigation measures simply because they are not deemed "cost effective". To the contrary, HSRA must conclusively demonstrate (based on substantial evidence provided in the record) that the incremental cost of implementing either the environmentally superior alternative or the appropriate mitigation measures is so great that it renders the altered project economically infeasible [CEQA Statutes § 21002.] The Merced-Fresno EIR provided no evidence that the entire project would be economically infeasible if sound barriers were placed wherever significantly impacted receivers were found, therefor it violates CEQA statutes. Acton expects that HSRA will not repeat these substantial violations in the Palmdale-Burbank EIR.

Finally, it must be pointed out that *all* of the impacts that the high speed train project will create in Acton, Agua Dulce, Santa Clarita, Sylmar, San Fernando, and all communities north, west and east of the Angeles National Forest ("ANF) can be *completely eliminated* simply by routing the train into the ANF outside of Acton (see location depicted in Figure 1) and maintain it underground along a route that avoids all Acton residential areas. As shown in Figure 2, this "environmentally superior" alternative would require a slight adjustment of the "study area" depicted in Exhibit 1 of the HSRA's Notice of Preparation issued July 24, 2014.

4. ACTON-SPECIFIC ISSUES AND OTHER CONCERNS REGARDING THE PALMDALE-BURBANK HSR NOISE IMPACT ANALYSIS

In addition to the concerns, comments and issues presented above, there are additional issues which must be addressed in the EIR/EIS noise impact analysis, including:

- 1. Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of next year. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.
- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities

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must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.

- 3. Acton is a desert community with little vegetation or ground cover. Therefore, a "soft ground" sound propagation condition is not an appropriate noise modeling input.
- 4. Acton has hills, valleys, canyons, and extensive geographical contours. Therefore, careful attention must be paid to elevation and distance parameters assumed in all noise impact calculations.
- 5. The "Alternative Corridor Study Area" depicted in the CEQA Notice of Preparation is particularly troublesome because it overlays all of Acton's residential neighborhoods on the east side of town and on the south side of town (including the residential areas located within the Angeles National Forest ("ANF") along the Angeles Forest Highway and Aliso Canyon Road). In fact, this "Study Area" appears to intentionally route the train away from the ANF to the greatest extent possible, and then enter the Forest only *after* it has passed through Acton. Considering this "Study Area" in conjunction with the two additional routes proposed through Acton, it appears obvious that the CHSRA has no intention of avoiding significant adverse impacts in Acton despite the existence of an alternative that does precisely that. Acton can easily be protected by placing the train corridor in the Angeles National Forest outside of Acton (See Figure 1), and maintaining the train underground and away from residential areas. This can be accomplished by a slight adjustment to the Study Area (See Figure 2). CHSRA must seriously consider this alternative, since it can be configured to avoid impacts to every one of the numerous cities and residential areas that are located north and east of the ANF.
- 6. Track maintenance operations typically occur at night. According to an acquaintance who lives a short distance from the Acela Station in Boston, nighttime maintenance activities are exceedingly loud and as disruptive as high speed train operations. Yet, none of these impacts are addressed anywhere in previous environmental assessments conducted for the California High Speed Rail. The sound impact analysis for the Palmdale Burbank segment must properly address and thoroughly mitigate any and all maintenance impacts on the community of Acton.
- FRA/HSRA must perform follow-up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

5. SUMMARY

In summary, the following must be accommodated in the noise impact study that is prepared for the Palmdale-Burbank high speed train project:

- Develop a route alternative in which the train enters the Angeles National Forest ("ANF") outside of Acton (see Figure 1), remains underground in Acton, and avoids all residential areas to protect residential wells.
- Recognize that this route alternative eliminates virtually all noise impacts on all
 cities and all communities to the north, south, and east of the Angeles National
 Forest and is therefore the "Environmentally Preferred Alternative" as that term is
 contemplated by CEQA regulations
- NEPA requires to that an FRA project EIS consider "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. This requirement is not satisfied the disclosure of a 24-hour averaged noise parameter which combines existing ambient noise events with projected train noise events. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public, which can only be construed to mean that the actual sound level projections must be disclosed in the Palmdale-Burbank EIR. These requirements can only be satisfied by including in the Palmdale-Burbank EIR/EIS detailed high speed train noise contour maps for Acton that are plotted in 10 dBA increments and which range from the maximum value to 60 dBA or less.
- Consistent with the requirements imposed by FRA's 2012 manual, provide noise modeling assumptions and sound exposure calculation parameters in sufficient detail to allow the public to check SEL results plotted in the noise contour maps.
- Ensure that the noise propagation parameters assumed in all noise modeling efforts are appropriate to geographic and ground conditions in Acton.
- $\bullet \quad \text{Map L_{dn} noise measurements that establish existing noise conditions in Acton including exact locations, dates, and times of measurements.}$
- Map Ldn noise contours in 10 dBA increments ranging from maximum values to 60 dBA based on projected train noise levels in Acton.
- Consistent with a mathematically accurate interpretation of Figure A-5 provided in the 2012 FRA Noise Assessment Manual, adopt a "severe impact" L_{dn} noise criterion of 5 dBA for all areas in which the existing L_{dn} value is less than 55 dBA.
- Consistent with CEQA requirements that an EIR quantify and mitigate actual project
 impacts, establish a "severe" noise impact SEL criterion that addresses both high
 speed train sound exposure levels and projected train passby rates, then map (in 10
 dBA contours) all locations in Acton where this "severe" noise impact SE: criterion is
 met or exceeded, and designate these locations for mitigation.

- Establish a "severe" noise impact SEL criterion of 15 dBA/second for noise onset
 rate impacts, then map all locations in Acton where this "severe" noise onset rate
 noise impact criterion is met or exceeded along all the train corridors proposed for
 the Palmdale-Burbank route and designate these locations for mitigation.
- Establish a "severe" noise impact SEL criterion of 75 dBA for animal noise impacts, then map (in 10 dBA contour increments) all locations in Acton where animal noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.
- Provide assumptions and modeling inputs used to derive all mitigated noise projections in sufficient detail to allow members of the public to confirm the accuracy of the mitigation levels claimed.
- If noise mitigation measures are deemed appropriate for some portions of Acton but not for
 others, provide details regarding such decisions, recognizing that CEQA does not permit the
 HSRA to reject feasible mitigation measures unless the marginal cost of such measures are
 so great that they render the entire Palmdale-Burbank project economically non-viable.
 Note: The fact that the California High Speed Rail Project is intrinsically non-viable from an
 economic perspective shall not factor into this decision.
- Provide mitigated L_{dn} noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation)) for all high speed train corridors proposed in Acton.
- Provide mitigated SEL noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provide mitigated noise onset rate contour maps that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provided mitigated animal noise impact maps in 10 dBA increments that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton for Acton.
- Provide both a qualitative discussion and a consistent quantitative analysis of the
 extent to which mitigation measures successfully reduced severe L_{dn} noise impacts,
 severe SEL noise impacts, severe noise onset rate impacts, and severe animal noise
 impacts.
- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of 2015. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this

instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.

- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.
- FRA/HSRA must perform follow up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

Respectfully submitted;

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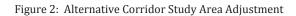
August 29, 2014

Angeles National Forest Boundary

Submission I035 (Jacki Ayer, August 29, 2014) - Continued



Figure 1. Area Where Corridor Enters the Angeles National Forest to Avoid Acton Homes





FOOTNOTES

- ¹ Page 2-4 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 2 Figure 2-6 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note this figure, though generalized, indicates a 30 dB sound increase when going from a conventional locomotive operating at approximately 110 mph to a high speed train operating at approximately 200 miles per hour (where V_{t1} = 60 and V_{t2} = 160 as indicated in Table 4-5).
- ³ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. Assuming more than half the day trains run during peak hours results in a trip frequency exceeding 20 trains per hour.
- ⁴ Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁵ Figures 2-6, 4-1, and pages 2-8 to 2-11 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁶ Actual noise exposure levels double with each incremental increase of 10 dBA, so a 10 dBA increase results in a doubled noise exposure level, a 20 dBA increase results in a quadrupled noise exposure level, and a 15 dBA increase approximately results in a tripled noise exposure level.
- ⁷ Page A-17 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁸ Page A-18 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁹ Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note that for ICE systems, an onset rate of 15 dB/second is possible for a speed/distance factor of 2, and

assuming a train speed of 220 mph, this onset rate can occur within 110 feet of the high speed rail corridor.

- 10 Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹¹ Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 12 Page 3-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 13 Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁴ Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 15 See 2005 version of the "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁶ F. Bradley, C. Book, and A.E. Bowles. *Effects of Low-Altitude Aircraft Overflights on Domestic Turkey Poults*, Report No. HSD-TR-90-034, U.S. Air Force Systems Command, Noise and Sonic Boom Impact Technology Program, June 1990.
- ¹⁷ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. This results in a total of 272 trains traveling between Fresno and Los Angeles each day.
- 18 Table A-1 on Page A-21 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁹ For example, 25 is the number of residual severe impacts for the BNSF alternative reported in Table 8-2, but the sum of all the numbers of residual severe impacts for this alternative that are reported in Tables 8-9 to 8-11 only add up to 17.

 20 For example, Table 7-10 reports that 520 residences, 3 hotels, 1 park and 1 church will have "severe" impacts associated with the proposed hybrid alternative. Yet, Table 8-3 indicates that 416 "severe" receptors will be protected by the "cost effective" noise barriers, and 25 will not. There is no discussion of the extent (if any) to which the remaining 100 receptors will be protected, and why they it was deemed not "cost effective" to protect them.

COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS

Both the California Environmental Quality Acton ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.



FRA/HSRA MUST PROVIDE APPRORIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive follow-up investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These follow-up investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

Respectfully submitted;

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August 29, 2014

COMMENTS ON THE FRA/CHSRA ENVIRONMENTAL REVIEW PROCEDURES THAT WILL BE IMPLEMENTD FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

In July, 2014, the Federal Railway Administration ("FRA") issued a Notice of Intent ("NOI") and the California High Speed Rail Authority ("HSRA") issued a Notice of Preparation ("NOP") for the proposed Palmdale-Burbank High Speed Rail ("HSR") project. The HSR project is subject to several federal and state environmental regulations, including the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"). The approach that has been adopted by FRA/CHSRA to comply with these regulations has raised a number of concerns, as described below.

1. CEQA APPLIES TO THE PALMDALE-BURBANK HSR PROJECT

Footnote 1 of the NOP issued by the HSRA states:

"The [CHSRA] Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commission Termination Acton of 1995, including that Act's preemptive effect on CRQA's application to this proposed project."

From the language appearing in this footnote, the HSRA appears to have the mistaken impression that CEQA compliance is somehow "optional" because the high speed rail project falls under the preemptive jurisdiction of the Surface Transportation Board. The HSRA is misinformed. At a minimum, the Palmdale-Burbank HSR project is subject to Section 404 requirements of the Federal Clean Water Act and, by extension, Section 401 requirements of the Clean Water Act. Jurisdiction over Section 401 compliance lies with the California Water Resources Control Board, which will not approve any 401 certification unless and until the CHSRA has complied fully with CEQA. Because the Palmdale-Burbank HSR project straddles two regional water boards (Lahontan and Los Angeles), the State Water Resources Control Board will assume responsibility for the 401 compliance certification. Like FERC's preemptive authority over dam licenses under the Federal Power Act, STB's preemptive authority over high speed rail projects does not, and cannot, obviate any obligation to fully comply with CEQA.

It is further pointed out that FRA's own "Procedures For Considering Environmental Impacts" [64 FR 28549] clearly recognize the applicability of CEQA because these procedures compel CHSRA to serve as a joint lead agency with FRA to address actions that are subject to state requirements that are comparable to NEPA (as is the case with CEQA). FRA procedures (found in 64 FR 28549 Section 6 paragraph 2] state:

"Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA".

To be clear, the Palmdale-Burbank HSR project is subject to all aspects of CEQA regulations, including those provisions that require HSRA to adopt mitigation measures and/or the "environmentally superior alternative" unless such measures or alternatives are shown (based on substantial evidence) to be infeasible.

2. THE SCOPE OF ROUTE ALTERNATIVES PROPOSED FOR THE PALMDALE-BURBANK HSR PROJECT IS TOO NARROWLY DEFINED

Both CEOA and NEPA require FRA/HSRA to consider a range of project alternatives that would substantially meet project objectives and protect environmental and community resources. The Palmdale-Burbank project described in the NOP and NOI issued by FRA/HSRA is too narrowly defined to meet these requirements. Specifically, the "Alternative Corridor Study Area" depicted in Figure 1 of the NOP is so limited that it precludes consideration of a route alternative that eliminates all impacts to virtually every community that lies between the cities of Palmdale and Burbank. To correct this substantial deficiency, the "Alternative Route Study Area" must be adjusted as depicted in Exhibit 1. This ensures that an alternative route will be considered which enters the Angeles National Forest ("ANF") outside the Community of Acton (see Exhibit 2) and remains underground in Acton within a corridor that avoids residential areas. This alternative route achieves all of the community, natural environment, and wildlife corridor protection provisions that were specified in the High Speed Rail Passenger Train Bond Act (Proposition 1A) that was approved by California voters in 2008. The amount of tunneling required for this alternative route is certainly achievable, and is in fact only slightly more than the 20.2 miles of tunnel already proposed for other alternatives considered for this Palmdale-Burbank HSR project (see the SCN + SR14E/W Hybrid alternatives). Equally important is the fact that the tunnel length required for this alternative is substantially less than what has been achieved by other HSR projects around the world. A finding by FRA/HSRA that this route cannot technically be achieved is tantamount to declaring that American engineers are neither as smart nor as capable as European or Japanese engineers (which is hardly the case). Consistent with CEOA and NEPA requirements, the "Alternative Route Study Area" must be expanded to ensure that this "no impact" route option is included in the range of alternatives considered in the Palmdale-Burbank EIR/EIS

3. PREVIOUS ENVIRONMENTAL REVIEWS CONDUCTED BY FRA/HSRA ON OTHER HSR SEGMENTS HAVE NOT PROPERLY IMPLEMENTED CEQA'S MITIGATION AND "ENVIRONMENTALLY SUPERIOR" PROVISIONS

CEQA's mitigation and environmental protection provision are much more stringent thatn NEPA regulations. For instance, under CEQA, HSRA is required to develop an "environmentally superior" alternative, and it requires HSRA to adopt mitigation measures and/or the environmentally superior project alternative if doing so successfully reduces significant impacts while still achieving most project objectives. The only exception to this is when it is conclusively demonstrated (by substantial evidence provided in the record) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Because the Palmdale-Burbank HSR project is subject to CEQA, these more stringent mitigation and environmental protection requirements apply.

For some reason, HSRA has not complied with CEQA's stringent mitigation requirements in the previous environmental impact studies that it has performed. For instance, in the Merced-Fresno EIR/EIS, the noise impact section and associated Technical Report state quite clearly that mitigation in the form of noise barriers would only be implemented in those areas where it is deemed "cost effective" to do so (see EIR/EIS Section 3.4). It further clarifies that "severe" noise impacts would remain unmitigated in those areas where noise barriers are not deemed "cost effective". HSRA fails to provide any proof that deploying additional noise barriers in these severely impacted areas would render the entire Merced-Fresno project financially infeasible. Even if HSRA declared this to be the case, such a declaration is not supported by any evidence provided in the record that the additional cost of one more foot of noise barrier would fiscally "break" the project. The Merced-Fresno EIR/EIS noise impact study clearly violates CEQA's mitigation and environmental protection provisions.

To make matters worse, the Summary Section of the Merced-Fresno EIR/EIS gives the *impression* that noise impacts would be fully mitigated, even though the noise impact section of the EIR/EIS makes it quite clear that noise impacts will NOT be fully mitigated. The EIR/EIS states (on page S-15) "In some locations, operational noise impacts of substantial intensity under NEPA and significant under CEQA would occur, but when fully mitigated they would be of negligible intensity under NEPA and less than significant under CEQA". This disingenuous and deceitful statement belies the fact that CHSRA has no intention of "fully mitigating" operational noise impacts, and for those decisionmakers and stakeholders that only review the EIR/EIS Summary, it instills the false belief that operational noise impacts will be fully mitigated.

Such deceit *WILL NOT* be tolerated in the Palmdale-Burbank project, and the Community of Acton insists on strict compliance with CEQA mitigation to the fullest extent of the law. This includes the consideration and adoption of an "Environmentally Superior" alternative which eliminates all impacts to virtually every community between Palmdale and Burbank, namely the underground route through the ANF described in Section 2.

4. KEY FEDERAL AGENCIES HAVE BEEN OMITTED FROM THE SCOPING PROCESS

Neither the U.S. Forest Service ("USFS") nor its parent agency (the US Department of Agriculture) have been identified as Participating Agencies (or even Cooperating Agencies) in FRA's NOI issued for the Palmdale-Burbank HSR project. This is particularly surprising, given that the USFS has jurisdiction over the Angeles National Forest ("ANF") which underlies the "Alternative Corridor Study Area", and is responsible for issuing the "Special Use Permit" or other relevant authorization that will be necessary to construct any route that affects the ANF. An HSR route through the ANF will eliminate adverse impacts on virtually every community between Palmdale and Burbank, and is therefore a matter of considerable interest to affected stakeholders. FRA's failure to include the USFS as a Participating Agency, and the USFS's failure to participate in the public scoping meetings has caused significant public unease, and has raised the public's perception that neither the FRA nor the HSRA are truly committed to developing a route that protects many tens of thousands of people from adverse impacts. This is particularly true in the Community of



Acton, which is traversed by (and will be substantially damaged by) every single HSR route proposed by FRA/HSRA. The Community of Acton expects FRA's failure to include the USFS as a Participating Agency will be rectified, and that the USFS will fully participate in the FRA/HSRA environmental review and public outreach efforts going forward.

5. INADEQUATE DEFINITION OF THE PALMDALE-BURBANK HSR PROJECT PRECLUDES MEANINGFUL PUBLIC COMMENT AT THIS TIME

The HSRA's proposed Palmdale-Burbank HSR project includes a "Route Alternative Study Area" which traverses the ANF. However, this alternative is so poorly defined and lacks locational information to such an extent that affected stakeholders are unable to provide meaningful scoping comments at this time. Regarding this HSR route alternative, it is expected that stakeholders will have future opportunities to provide scoping comments once this alternative is properly refined to a level which permits meaningful public comment. It is further expected that these comments will be accorded the same weight as any and all timely-submitted scoping comments that the FRA and CHSRA receive pursuant to the NOP and NOI issued July, 2014.

6. THE FRA/HSRA SCOPING PROGRAM ESTABLISHES INCONSISTENT DEADLINES

According to the comment cards and scoping flyer distributed jointly by the FRA and HSRA at the public scoping meetings that were held in August and noticed in the NOP and NOI, public scoping comments are due on or before August 31, 2014. However, the NOI issued by the FRA and published in the Federal Register establishes a public scoping deadline of August 25, 2014. The NOP issued by the HSRA was merely signed on July 24, 2014, and it does not specify any scoping comment deadline nor does it indicate a publication date. Despite these apparent inconsistencies and the clearly mixed message that the public has received from FRA/HSRA regarding when scoping comments are actually due, and in recognition of the fact that full and meaningful public participation is a fundamental objective of both CEQA and NEPA, it is expected that FRA and HSRA will deem all comments received on or before, or postmarked by, August 31 2014 to be timely submitted, and will accord them the same weight and due consideration given to all scoping comments submitted on or before August 25, 2014.

7. THE PALMDALE-LOS ANGELES HSR PROJECT HAS BEEN IMPROPERLY SEGMENTED INTO TWO SEPARATE PROJECTS IN VIOLATION OF CEQA & NEPA

The FRA/HSRA have taken a single project (the Palmdale-Los Angeles HSR project) and improperly split it up into two separate projects (the Palmdale-Burbank HSR and the Burbank-Los Angeles HSR Project) in violation of both CEQA and NEPA.

FRA claims that the Palmdale-Burbank project and the Burbank-Los Angeles project will have "independent utility", which means that these two projects are not "connected actions" (as that term is contemplated in NEPA) and will therefore function without need of, and independent from, each other. Such a statement is ridiculous *on its face*. A standalone high speed train connecting Burbank with Los Angeles is intrinsically non-viable

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given the short distance it would cover (11 miles) and its "unnecessary" nature. FRA claims that the Burbank and Los Angeles terminals are "rational for transportation movements", but does not provide any supporting evidence that any passenger would ever have need of such transportation. The reason for this lack of evidence is simple; it does not exist. Additional reasons offered by FRA to further justify this improper segmentation of the Palmdale-Los Angeles project are equally insubstantial: for example, FRA claims that segmenting these two projects will provide "more effective planning and public outreach in these highly populated areas". Obviously this is untrue, as evidenced by the fact that FRA's public scoping and outreach actions for the two projects were combined into a single scoping and outreach effort. Clearly, FRA is capable of achieving adequate public outreach and planning for a combined Palmdale-Los Angeles project.

Aside from FRA's specious reasons for segmenting the Palmdale-Los Angeles project into two separate projects, there is the undeniable fact that approving the Burbank-Los Angeles portion of the project will influence the decision and force the Palmdale- Burbank project to proceed notwithstanding the environmental consequences. The Burbank-Los Angeles section serves as a necessary component of the Palmdale-Los Angeles HSR project and is therefore a connected action that is dependent on the Palmdale-Burbank Section. As the courts have determined, these are the hallmarks of distinguishing improper segmentation under NEPA and they clearly preclude FRA from splitting up the Palmdale-Los Angeles HSR project into two different projects.

Separating the Palmdale-Los Angeles HSR project into 2 different segments is also a violation of CEQA. Nonetheless, the NOP issued by HSRA asserts that splitting the Palmdale-Los Angeles HSR project into separate projects is necessary because a Supplemental Alternatives Analysis Report ["SAA"] issued in May 2014 says that "it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS." Aside from the obvious fact that SAA statements do not obviate CEQA compliance requirements, HSRA's action violates CEQA for other reasons. CEQA prohibits HSRA from breaking up the Palmdale-Los Angeles project into component parts for piecemeal consideration. The justifications for this action offered by HSRA in the NOP are the same justifications offered by the FRA in the NOI, and they fall apart for the same reasons.

8. FAILURE TO PROVIDE HSR NOISE LEVELS VIOLATES CEQA AND NEPA

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. *There is no question* that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank project.

Nonetheless, and despite these clearly stated requirements, FRA/HSRA have failed to consider (or even report) ANY actual high speed train noise levels in any of the



environmental assessments that have been conducted to date for the California High Speed Rail Program. Instead, FRA/HSRA only considered 24-hour "aggregate" noise values that were never published, and which were derived by reconciling existing noise data (averaged over 24 hours) with projected high speed train noise data (also averaged over 24 hours). While these "aggregate" values may perhaps be construed to represent some sort of indirect impact or perhaps a cumulative impact (both of which must be considered under CEQA), they do not, by any stretch of the imagination, represent "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. The Community of Acton will not tolerate such CEQA and NEPA violations, and demands that actual noise level predictions resulting from HSR operation in Acton be provided in the Palmdale-Burbank EIR/EIS. This can best be achieved by providing noise contour maps for Acton that are plotted in 10 dBA increments and range from the maximum value to 60 dBA or less.

Respectfully submitted;

/s/ Jacqueline Ayer Jacqueline Ayer AirSpecial@aol.com 2010 West Avenue K, #701 Lancaster, CA 93536

August 29, 2014

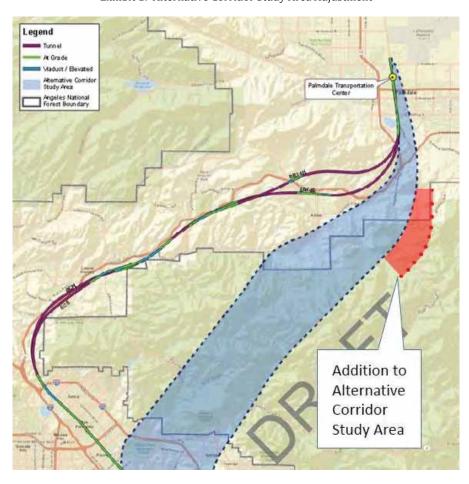


Exhibit 1: Alternative Corridor Study Area Adjustment

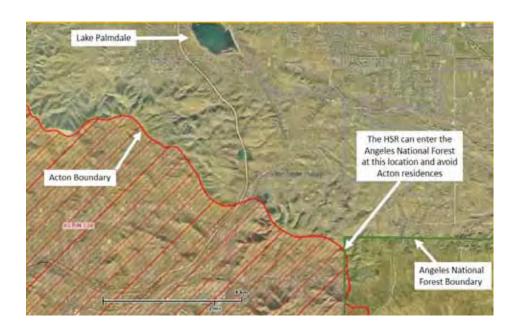


Exhibit 2. Location Where the HSR Should Enter the ANF to Avoid Acton Homes.



Submission 1036 (Jacki Ayer, September 12, 2014)

Palmdale - Burbank - RECORD #803 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: Nο 9/12/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jacki Last Name: Ayer

Professional Title:

Business/Organization:

Address: 2010 West Avenue K

Apt./Suite No.: #701
City: Lancaster

State :

Zip Code: 93536

Telephone: (949) 278-8460
Email: airspecial@aol.com

Cell Phone:

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Ms. Perez and Mr. McLoughlin

I was just told that, a year or so ago, CHSRA requested permission from an Acton resident to place noise monitoring equipment on their property located on Red Rover Mine Road (in the vicinity of the proposed SR14 Hybrid route alignment). Permission was granted, and the equipment was set up. A short while later, several semi-trucks were observed driving up and down the road near the parcel where the noise monitor was located. This went on for several hours and long into the night. Neither the semi-trucks nor the operators were recognized by any area residents, and the truck trips appeared to be serving no purpose other than generating noise in the vicinity of the monitor. The trucks were never observed again after the noise equipment was removed. Naturally, I am concerned that the data that was received from this "monitoring event" was biased substantially high and therefore invalid.

I am sure that neither the FRA nor the CHSRA, nor any agent of these organizations would intentionally introduce significant bias in any baseline monitoring results that they obtain, because such activities would generate unreliable impact assessment results, and provide ample basis for subsequent legal challenges. Nonetheless, the events described above raise substantial concerns regarding the efficacy of FRA/CHSRA monitoring procedures. Therefore, out of an abundance of caution, I must insist that Acton residents be informed of the time and location of baseline monitoring activities, so that these activities can be observed and tracked to prevent the occurrence of any activities that could bias the monitoring results.

Please except this electronic communication as an additional scoping comment that's timely submitted by the September 12 2014 deadline that was established by the CHSRA on August 29, 2014. If you have any questions please do not hesitate to contact me at (949) 278-8460.

Regards

Jacqueline Ayer 2010 West Avenue K, #701

Submission 1036 (Jacki Ayer, September 12, 2014) - Continued

Lancaster, CA 93536

EIR/EIS Comment: Yes

Need PI response : Yes- Individual Response

General Viewpoint on Project :

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission 1037 (Jacki Ayer, September 12, 2014)

COMMENTS ON THE PALMDALE-BURBANK HIGH SPEED RAIL VIBRATION IMPACT ANALYSIS

The Palmdale-Burbank segment of the California high speed rail ("HSR") project proposed jointly by the California High Speed Rail Authority ("CHSRA") and the Federal Railway Administration ("FRA") raise a number of concerns pertaining to vibration impacts and ground-borne noise impacts which must be adequately addressed in the HSR project Environmental Impact Report/Environmental Impact Statement ("EIR/EIS"). These concerns are itemized below.

VIBRATION & GROUND-BORNE NOISE IMPACT ASSESSMENT METHOD.

There are a number of concerns with the vibration impact assessment and reporting methods and impact criteria adopted by the FRA/CHSRA. These concerns are amplified in the Community of Acton, which comprises a "geological patchwork" of hard clay, bedrock, alluvium, etc. that is not easily described and which gives rise to a wide spectrum of potential ground vibration characteristics. These concerns must be addressed in the EIR/EIS that is prepared for the Palmdale-Burbank segment. First, it is noted that the 275 foot vibration impact "screening distance" established by the 2012 "High Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the FRA should not be applied to Acton, because it assumes "inefficient propagation" characteristics which are inapplicable to Acton (particularly in areas where HSR tunnels are proposed). In prior environmental studies (such as for the Merced-Fresno segment), FRA/CHSRA adopted a 2,500 foot screening distance for the vibration impact study, although no details regarding how this distance was selected were provided.¹ It is anticipated that a similarly enlarged vibration impact screening distance will be adopted by the EIR/EIS prepared for Palmdale-Burbank segment, and it will be derived based on specific factors that are clearly described in the accompanying environmental documentation.

The wide variety of geologic features in Acton will require FRA/CHSRA to conduct extensive measurements of vibration propagation ("force density") characteristics to ensure that accurate results are obtained from the vibration model. There is very little information available regarding how FRA/CHSRA selects appropriate test sites for these measurements, and the matter is not discussed to any significant degree in any of the environmental studies conducted previously for the California High Speed Rail project. For example, in the vibration study conducted for the Merced-Fresno segment, some measurement sites were 12 miles apart, yet no clear reason was given for such "spatially infrequent" test sites. This error must not be repeated in Acton; the EIR/EIS prepared for the Palmdale-Burbank HSR segment must provide details of, and justifications for, all of the sites selected for vibration propagation measurements.

The route alternatives that the HSRA has mapped through Acton, Agua Dulce, Santa Clarita, etc. include underground tunnels that traverse many residential areas within 250 feet of many homes. It is therefore likely that the "Ground-Borne Noise" level in many homes will exceed the 35 dBA threshold level of significance even if the "Overall Vibration" level does not exceed the 72 VdBA threshold level of significance². Previous EIR/EIS documents



Submission 1037 (Jacki Ayer, September 12, 2014) - Continued

prepared by FRA/HSRA have only addressed "Ground-Borne Vibration" impacts and have not addressed "Ground-Borne Noise" impacts³. Given the extensive tunneling under residential areas that is proposed for the Palmdale-Burbank segment, and the significant vibration propagation which occurs in high speed train tunnels, it is *imperative* that the Palmdale-Burbank EIR/EIS clearly address "Ground-Borne Noise" impacts and "Ground-Borne Vibration" impacts as separate and distinct impacts and that the results be thoroughly reported in sufficient detail to enable the public to review and confirm the efficacy and accuracy of all conclusions that are presented. Additionally, the EIR/EIS must report the projected vibration levels (in low, medium, and high frequency ranges) and the projected ground-borne noise vibration levels along every HSR route in Acton *especially* along underground portions.

There are also concerns with the overall vibration impact assessment approach adopted by FRA/CHSRA. For example, regarding community response evoked by vibration levels created HSR operation, The 2012 Manual states (emphasis added):

"Most experience is with the community response to ground-borne vibration from rail rapid transit systems with typical headways in the range of 3–10 min and each vibration event lasting less than 10 s. *Intuition suggests that with many fewer events each day, as is typical for high-speed rail projects, it should take higher vibration levels to evoke the same community response.* This was accounted for in the criteria by distinguishing between projects with varying numbers of events, where *Frequent Events* are defined as more than 70 events per day, *Occasional Events* range between 30 and 70 events per day, and *Infrequent Events* are fewer than 30 events per day."

The CHSR project will result in 272 trains per day passing through Acton⁴, which is 4 times greater than the 70 trains per day which FRA deems to be "frequent". Clearly, the CHSR project merits its own "hyper frequent" event classification, and as FRA's intuition suggests, it should have impact criteria that is somewhat less than the 72 VdB and the 35 dBA identified in the 2012 FRA manual. For these reasons, a maximum vibration impact criterion of 65 VdB (representing a reasonable lower bound for human perception) and a maximum ground-born noise criterion limit of 30 dBA (representing a reasonable midfrequency lower bound for quiet areas) should be adopted for the Palmdale-Burbank environmental impact assessment.

Another reason that the 35 dBA ground-borne noise impact criteria is inappropriate is because it *will* cause sleep disturbances if it occurs as a mid-frequency event (a fact that is clearly established in Table 6-1 of the 2012 FRA manual). Since no frequency distinction is made in the application of this impact criterion, it cannot be relied upon in Acton, which is scheduled to endure these events as often as 272 times per day. Therefore, FRA/CHSRA must not adopt any ground-borne noise impact criteria exceeding 30 dBA for the Palmdale-Burbank EIR/EIS.



2. VIBRATION & GROUND-BORNE NOISE IMPACTS ON ANIMALS

In addition to being an equestrian community in which residents ride extensively, Acton also has numerous and extensive agricultural and animal rescue facilities which accommodate a wide range of domestic and wild animals including horses, cows, chickens, sheep, tigers, llamas, emus, lions, etc. The heart of Acton is also traversed by every single Palmdale-Burbank HSR route alternative that is now under consideration by the FRA and CHSRA. There is no doubt that HSR operations in general (and tunnel routes in particular) will create significant vibration and ground-borne noise impacts on domestic animals, livestock, and animal rescue facilities. Yet, incredibly, neither the CHSRA nor the FRA have any intention of looking at HSR vibration and ground-borne noise impacts on animals⁵. FRA has never adopted (or even considered) any vibration impact thresholds for animals even though there is clear evidence that many animals are far more sensitive to low frequency and high frequency vibrations than humans. For instance, low-frequency vibrations that humans cannot feel are picked up by horses through their hooves. Horses can even sense vibrations with their teeth as they graze. The fact that vibration impacts on animals are perhaps not well known does not mean that such impacts do not exist, and it certainly does not give license to FRA/CHSRA to completely ignore them in the EIR/EIS that is prepared for the Palmdale-Burbank HSR segment. FRA/HSRA must develop and implement a study that investigates low, medium, and high frequency vibration impacts on horses, cattle, sheep, and chickens and based on the results obtained, develop appropriate vibration impact thresholds for these animals. These results must be thoroughly documented in the Palmdale-Burbank EIR/EIS, which will address projected animal impacts (especially along underground portions) through the application of the threshold levels that are developed.

3. VIBRATION IMPACTS ON UNDERGROUND STRUCTURES

Most Acton residents rely on private residential wells for their water supply. These well systems include extensive underground infrastructure (such as casings and pumps) which can be affected by vibrations resulting from tunnel construction and HSR operation. Yet, it does not appear that CHSRA/FRA have ever considered such vibration impacts on well infrastructure⁶. This impact must be thoroughly addressed in the EIR/EIS that is prepared for the Palmdale-Burbank HSR segment.

4. FOLLOW-UP INVESTIGATIONS

The projected sound levels, vibration levels, and ground-borne noise levels that are reported in the Palmdale-Burbank HSR EIR/EIS must be confirmed through follow-up investigations which measure actual vibration levels and actual ground-borne noise levels along the HSR route in Acton *especially* along underground tunnel alignments. FRA/HSRA must be held accountable for, and promptly mitigate, any significant land use and/or animal impacts that are revealed by these follow-up studies, particularly if they were "missed" in the environmental review and EIR/EIS development process. FRA/HSRA must also be held accountable for any perceived impacts on animals due to sound, vibration, or ground-borne noise that results from HSR operation *especially* along underground tunnel routes. FRA/CHSRA must work with, and make "whole", all affected property owners for whom such impacts cannot be mitigated to a level of insignificance.



5. VIBRATION MITIGATION MEASURES

Several problems are noted with the mitigation approach adopted by the FRA/CHSRA to address vibration and ground-borne noise impacts. First and foremost is the fact that an appropriate spectrum of vibration mitigation approaches have never been developed "Because ground-borne vibration is not as common a problem as environmental noise" [Page 9-19 of FRA's 2012 Manual]. Clearly, the over-arching premise upon which this manual is based is that HSR alignments would be above ground, thus causing vibration impacts to be overshadowed by sound impacts. This is not the case for HSR alignments proposed through Acton; most of which are underground and pass directly under established residential neighborhoods. Another problem is that several of the vibration control measures proposed by FRA/CHSRA have not been widely implemented on high speed train systems, so their efficacy has not been properly established. Another problem arises from the fact that implementation of vibration control measures may be rather costly, and there is concern that FRA/CHSRA may conclude that vibration mitigation may not be "cost effective". To forestall such a conclusion, FRA/CHSRA are reminded that CEQA does not allow mitigation measures or environmentally superior alternatives to be sidestepped simply because they are not deemed "cost effective". To the contrary, FRA/CHSRA can only avoid mitigation if it is conclusively demonstrated (based on substantial evidence provided in the record) that the incremental cost of implementing mitigation is so great that it renders the entire project economically infeasible [CEQA Statutes § 21002].

Finally, a particular concern stems from the enhanced maintenance procedures proposed by FRA/CHSRA to mitigate vibration impacts. Specifically, "rail grinding" poses a significant fire risk resulting from the wide (20+ feet) fountain of hot sparks that are emitted from grinding equipment *even when it is equipped with skirting and water suppression devices*. This is of substantial concern in Acton, the entire area of which has been designated by CAL-FIRE as a Very High Fire Hazard Zone (FHFHZ"). The fire danger posed by this maintenance activity is magnified by the fact that Acton is a high desert community that is covered in dry, flammable vegetation and which frequently has sustained wind levels exceeding 30 miles per hour. Fires initiated by rail grinding during "maintenance of way" activities are an almost common occurrence, yet, incredibly, FRA/CHSRA have never even addressed the fire risk associated with rail grinding⁷, which is supposed to occur "on a regular basis" [[Page 9-19 of the 2-12 FRA Manual]. This is not acceptable to the Community of Acton, which demands that fire danger aspects of FRA/HSRA "maintenance of way" activities be fully addressed and mitigated in the Palmdale-Burbank EIR/EIS.

6. MOST VIBRATION IMPACTS CAN BE AVOIDED

All of the HSR vibration impacts in Acton, Agua Dulce, Santa Clarita, Sylmar, San Fernando, and all communities north, west and east of the Angeles National Forest ("ANF) can be **completely eliminated** simply by routing the train into the ANF outside of Acton and

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maintain it underground along a route that avoids all Acton residential areas (see figures provided in previous comments submitted by J. Ayer on August 29, 2014). This "environmentally superior" alternative would require a slight adjustment of the "study area" depicted in Exhibit 1 of the HSRA's Notice of Preparation issued July 24, 2014.

7. OTHER ISSUES

A large garage is planned along the northern property line of APN 3208-007-058. It has been approved by the County Planning department and will be located within 5 feet of the northern property line. The vibration analysis and the noise analysis must account for this intended structure, which will apparently lie within 250 feet of the proposed SR 14E route alternative.

The FRA/CHSRA have never addressed maintenance noise impacts or maintenance vibration impacts that occur outside of "fixed facilities" such as maintenance yards⁸. Anecdotal information received from residents living near the Acela track in Boston reports that the nighttime "maintenance" noises are just as significant and disturbing as the daytime "operation" noises. Given that frequent rail maintenance is the preferred vibration mitigation measure proposed by FRA/CHSRA, the noise and vibration impacts of these maintenance operations (which will predominantly occur at night when people are trying to sleep) must be addressed. CHSRA officials have been asked to provide information on the frequency with which maintenance activities such as "rail grinding" will occur, but no response has been received⁹.

Respectfully submitted;

/s/ Jacqueline Ayer Jacqueline Ayer AirSpecial@aol.com 2010 West Avenue K, #701 Lancaster, CA 93536

September 12, 2014

ENDNOTES

- ¹ Page 5-1; Merced-Fresno segment EIR/EIS "Noise and Vibration Technical Report".
- ² According to Table 8-2 of the "High Speed Rail Noise and Vibration Impact Assessment" published by the FERA in 2012, the adjustment factor that is used to determine "Ground-Borne Noise" from "Ground Borne Vibration" data for tunnel configurations is either 35 dBA (typical) or 20 dBA (for rock or solid clay). Therefore, even if the overall vibration level at a residence located 150 feet above a tunnel is only 71 VdB (and therefore below the "Ground Borne Vibration" threshold), it will exceed the 35 dBA threshold established for "Ground Borne Noise".
- ³ The EIS/EIR prepared for the Merced-Fresno segment barely mentions "Ground-Borne Noise" results in passing, and does not actually address them at all (page 7-27 of the Technical Report simply states "The vibration assessment projected no ground-borne noise impacts for any of the HST alternatives".) The only actual vibration results that are reported for the Merced-Fresno HSR operation are "Overall Vibration" and "Maximum Vibration Velocity" results; "Ground-Borne Noise" results are not reported anywhere at all (See pages 7-27 to 7-43 of the Technical Report).
- ⁴ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. Assuming more than half the day trains run during peak hours results in a trip frequency exceeding 20 trains per hour.
- ⁵ FRA/HSRA have never considered vibration or ground-borne noise impacts on animals in any of the environmental documents prepared to date for the California High Speed Rail Project. The 2012 FRA Manual for assessing HSR noise and vibration impacts does not consider any vibration or ground-borne noise impacts on animals.
- ⁶ FRA/HSRA have not considered vibration impacts on well systems in any environmental documents prepared to date for the California High Speed Rail Project. Also, the 2012 FRA Manual for assessing HSR noise and vibration impacts does not consider such impacts.
- ⁷ FRA/HSRA have never considered fire risks associated with rail grinding activities in any of the environmental documents prepared to date for the California High Speed Rail Project. The 2012 FRA Manual also fails to address, or even mention, these risks.
- ⁸ FRA/HSRA have not addressed maintenance noise or vibration impacts outside of "fixed facilities" in any environmental documents prepared to date for the California High Speed Rail Project. The 2012 FRA Manual also fails to address, or even mention, these impacts.
- $^{\rm 9}$ Electronic mail request sent to Ms. Michelle Boehm on September 8, 2014.

Submission 1038 (Jacki Ayer, September 12, 2014)

COMMENTS ON THE PALMDALE-BURBANK HIGH SPEED RAIL NOISE IMPACT ANALYSIS

The three essential elements of the Palmdale-Burbank high speed train noise impact assessment are:

- 1. Quantify train noise level projections using computer modeling based on train configuration, operating parameters, and sound propagation conditions.
- 2. Develop noise descriptors to assess noise impacts and establish impact criteria and apply these results to project area data to ascertain the location and number of receivers for whom the project presents potentially "severe" or "significant" adverse impacts.
- 3. Apply impact mitigation measures and ascertain the extent to which significant impacts are reduced.

Comments, concerns, and recommendations regarding each of these elements of the Palmdale-Burbank high speed train noise impact study are addressed separately below. In addition, a brief discussion of issues unique to Acton are provided

1. HIGH SPEED TRAIN NOISE LEVEL PROJECTIONS

The high speed train noise estimation methods employed by FRA/HSRA are set forth in detail in Chapters 4 and 5 of the FRA's "High Speed Ground Transportation Noise and Vibration Impact Manual" published in September 2012. These methods consider various locational and operational parameters that contribute to the high speed train Sound Exposure Level ("SEL") that is experienced at any given location. The manual is written in a simple and straightforward manner and it directs that equations (provided in Table 5-4) be reconciled with applicable train parameters (provided in Table 5-2) to project sound levels generated by a high speed train operated under the expected conditions. Notwithstanding the erroneous value for len_{ref} that is provided in Table 5-2 for the propulsion subsource component of EMU trains (the value should be 73, not 634), the SEL calculation methods provided in the manual can easily be used by the public to assess the accuracy of FRA's/HSRA's noise profile results and (by extension) the validity of FRA's/HSRA's noise impact analysis. Unfortunately, the public has not been able to perform these assessments on previous environmental impact studies prepared by FRA/HSRA because these studies failed to provide the information necessary for such analyses. For example, the Merced-Fresno EIR failed to provide information such as the number and length of power units and the length of passenger cars in the modeled trainset, so the subsource SEL value at 50 feet could not be calculated. Similarly, the Merced-Fresno EIR/EIS failed to provide shielding and ground effect data for any location along the corridor, so it is impossible to calculate any SEL at any distance for any location. Even if some of this information had been provided so that members of the public could "spot check" the calculated SEL results for at least some locations, there is nothing to compare

these calculated values against because FRA/HSRA *failed* to publish any of the actual high speed noise levels computed by the noise prediction model!!! All of these omissions are explicitly contrary to the instructions provided by the 2012 FRA Noise Impact Assessment Manual, which states that the environmental impact analysis must list the data that is input to the noise prediction model, and it must provide a detailed accounting of predicted noise levels resulting from the high speed rail project (See Page 11-2).

FRA/HSRA has not provided any noise prediction levels in any of the EIR/EIS documents prepared to date. Instead, FRA/HSRA has plotted "dots" which identify locations where the calculated difference between the predicted "cumulative" noise level (averaged over 24 hours) and the existing "cumulative" noise level exceed specific threshold values (see for example Figures 7-2 to 7-5 of the Technical Noise Study prepared for the Merced-Fresno EIR/EIS). The plain language contained in the 2012 FRA Noise Assessment Manual clearly directs FRA/HSRA to provide the actual noise levels that are predicted by the high speed train noise model; it does NOT allow this requirement to be satisfied by mere "dot plots" of locations where differences between 24-hour averaged "project" noise levels and "existing" noise levels meet some pre-established threshold. These omissions (which constitute substantial deficiencies) are unacceptable to the community of Acton and must not occur in the environmental impact analysis that is conducted for the Palmdale-Burbank segment. FRA/HSRA must provide contour maps of actual sound exposure levels (SELs) in 10 dBA increments that range from the maximum value to 60 dBA for all high speed train corridors proposed in Acton. In addition, and consistent with the requirements imposed by FRA's 2012 Noise Assessment Manual, FRA/HSRA shall provide relevant noise model inputs (including sound propagation parameters that properly reflect that G=0 throughout most of Acton) which will enable the public to confirm at least some of the SEL values that are projected. Of particular concern is projected pantograph noise levels that can exceed 100 dBA, and which occur high (16 ft) on the train and are therefore not effectively shielded by the 12 foot sound barriers typically relied upon by FRA/HSRA to mitigate sound impacts.

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40] C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. There is no question that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank segment. The fact that FRA/HSRA have failed to produce such information in previous environmental reviews is irrelevant; previous compliance failures do not justify future compliance failures. The best way to disclose this information is to provide high speed train noise contour maps for Acton that are plotted in 10 dBA increments which range from the maximum value to 60 dBA or less. In prior environmental assessments, FRA and HSRA have only reported the locations at which calculated 24-hour "average" noise parameters exceeded established thresholds. These calculated 24-hour "average" noise results (which were not published either) combined existing ambient noise data with projected high speed train noise data to derive some sort of "cumulative" noise impact. While this 24-hour "average" value may be construed to represent some sort of indirect impact or perhaps a



cumulative impact (both of which must also be considered under CEQA), it does not, by any stretch of the imagination, represent the "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. FRA's continual violations of NEPA and HSRA's continual violations of CEQA will **not** be tolerated by the community of Acton, which demands that actual noise levels be provided in the Palmdale-Burbank EIR/EIS.

In addition to the deficiencies noted above, there are additional concerns with the procedures that FRA/HSRA implemented in previous environmental studies to establish sound propagation rates and identify appropriate screening distances and noise study areas. According to Figure 7-1 of the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it appears that FRA/HSRA assume a "soft-ground" propagation rate in which sound attenuation occurs at approximately 4.5 dBA per distance doubling. This attenuation rate is NOT appropriate for the community of Acton, which (as a desert community) has very little vegetation cover in most areas. A maximum attenuation rate of 3 dBA per distance doubling is more appropriate for Acton. It also appears that this "soft ground" propagation rate was used to establish impact screening distances and study areas necessary for ensuring proper identification of all impacted receivers. According to the Merced-Fresno "Noise and Vibration Technical Report", a screening distance of 2,500 feet from the proposed alignment was established based on specific "project factors". However, the study failed to specify these "project factors". Some factors (such as train speed) are obvious, but others are not. In any event, FRA/HSRA must not assume a 4.5 dBA per distance doubling "soft-ground" propagation rate in determining appropriate screening distances for Acton, since a 3 dBA per distance doubling is more appropriate. Additionally, the assumptions relied upon by FRA/HSRA in determining screening distances, noise projections, sound propagation, etc., must be clearly and thoroughly documented in the Palmdale-Burbank noise impact study to such an extent that it will allow members of the public to confirm the accuracy of the results that are reported.

2. FRA/HSRA NOISE DESCRIPTORS AND IMPACT CRITERIA

FRA/HSRA address high speed train noise effects using 3 different "noise descriptors", each of which has a "severe" impact criterion that is used to establish whether or not the effect is significant. The primary descriptor (used to assess human impacts) relies on the principal of averaging cumulative sound exposure levels over a 24 hour period, and the impact criteria associated with this descriptor is similarly averaged. A secondary descriptor (referred to as noise "onset rate") addresses potential startle effects; FRA/HSRA considers this noise effect to be "informational" only and its associated impacts are not actually assessed. The third descriptor addresses noise impacts on animals. Each of these noise descriptors and their associated impact criteria are discussed below (along with the attending problems and deficiencies they present).

2.1 Primary High Speed Rail Noise Descriptor.

The primary noise descriptor adopted by the FRA/HSRA employs a noise "averaging" model to determine the extent to which a high speed rail project will create significant *cumulative* noise impacts on human populations, and it ostensibly establishes the noise impacts experienced by an individual on average over a 24-hour period at a particular



location¹. This 24-hour averaging noise impact approach has been employed in the United States for decades to assess noise effects of conventional locomotives with operating speeds below 125 mph. This 24 hour averaging parameter is referred to as "The Day Night Sound Level" (L_{dn}) and it does not represent actual noise events, rather it "dilutes" these noise events by averaging them in with other noise events that occur over a 24-hour period.

 L_{dn} values are calculated for a particular receiver location by reconciling the calculated high speed train SEL results at that location (described above) with system operating data (such as the number of trains per day) and "shielding" parameters (if applicable). The L_{dn} value calculated at a particular receiver location is then compared to actual existing L_{dn} levels (measured at representative receiver locations under existing [non-project] conditions). If the difference between these L_{dn} values meets or exceeds the "severe" impact criterion, the noise impact at that particular location is deemed "severe". Areas where "severe" impacts occur are flagged for potential mitigation measures to reduce project noise impacts.

 L_{dn} fails to properly characterize significant noise events that are created by frequent, 220 mph high speed train trips, therefore FRA's and HSRA's reliance on L_{dn} as the metric for determining "significance" or "severity" of noise impacts attributed to high speed train operation is misplaced. The fact is, sound levels generated by trains operating at these speeds can be more than 20 dBA higher (and therefore 4 times louder) than conventional locomotives², and they occur with much more suddenness due to high train speeds. Worse yet, the frequency at which these sound events occur is also higher; high speed train trips through Acton are expected to exceed 20 per hour³, which is significantly greater than conventional train travel rates. L_{dn} fails to accurately represent the significant noise impacts created by these rapid, frequent, high dBA "peak" noise events because it masks their significance by averaging them over a 24 hour time period, thereby rendering them insignificant.

This is illustrated in Table 1, which presents L_{dn} as a function of train traffic volume at a location where the actual Sound Exposure Level (SEL) is 90 dBA. To an individual at this location, what is heard is louder than a jackhammer operating 50 feet away⁴. The traffic volumes considered in Table 1 range from one train every 10 minutes to one train every 30seconds. Obviously, the impact of being constantly exposed to 90 dBA noise levels every 1-3 minutes is substantially greater than being exposed every 10 minutes; under such circumstances, one could not have a conversation, read, think, or reasonably function. Yet, incredibly, the value of L_{dn} is nearly the same for both these circumstances. In other words, the value of Ldn hardly changes at all, even when train volumes *increase by a factor of 10*. Equally important is the fact that that L_{dn} misrepresents a 90 dBA sound events as being at least 4 times quieter than they actually are (noting that every 10 dBA increase in sound level will actually doubles the sound volume). This gives a disingenuously false representation of actual noise events. As Table 1 demonstrates, L_{dn} intrinsically fails to accurately represent "actual" noise events, and is therefore insufficient to establish the noise impacts of, and appropriate mitigation measures for, the California High Speed Rail project. The HSRA is reminded that CEQA requires consideration of *actual* impacts resulting from actual project noise conditions rather than contrived and watered down



representations of 24-hour average noise estimations. In other words, the high speed rail project will expose Acton residents to frequent, 100 dBA noise events which are 40-60 dBA higher than current noise conditions, therefore CEQA demands that the actual impacts generated by these actual conditions be assessed in HSRA's environmental review; L_{dn} is insufficient for this purpose.

Table 1. L_{dn} Variations as a Function of Train Passing Rate.

Daytime Trains per hour	Nighttime Trains per hour	
		L_{dn}
6 (one every 10 minutes)	2	64
20 (one every 3 minutes)	2	67
60 (one every minute)	2	69
120 (one every 30 seconds)	2	73

Based on an SEL of 90 &b no excess shielding from trees/buildings (appropriate for Acton)

The fact that FRA has historically relied upon L_{dn} to assess noise impacts of conventional locomotive systems that operate at speeds less than 125 mph is irrelevant, and it certainly does not provide any basis for using L_{dn} to ascertain noise impacts of 220 mph train systems. The propulsion and mechanical sound profiles generated by conventional locomotives are substantially lower than the aerodynamic sound profiles generated by high speed trains operating at 220 mph⁵. Equally important is the fact that the lower speed of conventional locomotives limits the frequency with which conventional locomotives can run (in terms of trains per day), thus high speed train traffic volumes are many times greater than conventional train systems. In other words, 21st century high speed trains present significantly higher sound exposure levels and run far more often than 19th century conventional locomotives. Despite these remarkable differences, and without any engineering justification or efficacy studies, the FRA has simply chosen to evaluate high speed train noise impacts using the same old 24 hour averaging model that it has used for decades on slower, quieter, less frequent and significantly less impactful conventional train systems. Clearly, this is inappropriate, given that the 24 hour average noise exposure model (Ldn) perceives very little difference between a 90 dBA noise event that occurs once every 10 minutes and a 90 dBA noise event that occurs once every minute.

FRA/HSRA use the 24-hour noise averaging model to not only determine high speed train noise impacts, but also to determine the threshold at which these impacts are deemed "severe". The 24-hour average noise impact thresholds of significance adopted by FRA/HSRA (which are also referred to as "Noise Impact Criteria") are depicted in Figures 3-1 and 3-21 of the FRA's 2012 Noise Assessment Manual. These noise impact criteria are particularly troubling to Acton, which is a relatively remote community that has a predominantly quiet sound profile. Existing noise levels in Acton (expressed in terms of L_{dn}) that occur near the proposed high speed train corridors are on the order of 45 dBA. Some areas of Acton are so quiet that conversations can be heard at a distance of half a mile! Yet, according to the established "Noise Impact Criteria", FRA/HSRA does not

consider high speed train noise impacts in these areas to be "significant" or "severe" unless they increase the L_{dn} value BY 15 dBA, which corresponds to a 3-fold increase over Acton's existing average sound profile⁶. According to the 2012 FRA Noise Assessment manual, this significant impact threshold was established based on data presented in Figure A-4 (which only addresses urban environments and is therefore not relevant to Acton) and Figure A-5, which ostensibly indicates "the lowest threshold where impact start to occur" [See pg A-14]. FRA concludes (from Figure A-5) that "there are very few people highly annoyed when the L_{dn} is 50 dBA, and that an increase in L_{dn} from 50 to 55 dBA results in an average of 2 percent more people highly annoyed". This conclusion is drawn from a mathematically "fitted" response curve that overlays Figure A-5 and is supposed to represent the data points that are plotted therein. However, inspection of the fitted response curve and the data plotted in the range of interest (40-55 dBA) reveals that, for this data range, the curve is so substantially biased that it introduces an unacceptable level of error and is therefore mathematically invalid. Simply put, FRA's conclusion is mathematically insupportable. This is confirmed by the fact that, for L_{dn} <55, most of the data points lie significantly above the curve, and in fact only one data point lies below the curve. The substantial error in Figure A-5 within the 40-55 dBA range of interest completely invalidates FRA's conclusion that an L_{dn} increase from 50 to 55 dBA is "the lowest threshold where impacts start to occur".

What Figure A-14 clearly shows is that, for people who live in quiet environments like Acton (where existing L_{dn} values are less than 50 dBA), upwards of 10 percent (and certainly far more than 2 percent) of people will become "highly annoyed" if L_{dn} sound levels increase by as little as 5 dBA. This is not surprising; people move to communities like Acton specifically because they want to escape the noise and bustle of urban and suburban areas, and they do indeed become "highly annoyed" when the noise level is suddenly increased to a range commensurate with suburban living (i.e. 60 dBA). Stated more clearly, a substantial portion of Acton's population will become "highly annoyed" if the L_{dn} increases by even 5 dBA. This is a fact made clearly evident by the data presented in Figure A-5. For this reason, the FRA Noise Impact Criteria depicted in Figures 3-1 and 3-2 of the 2012 Noise Assessment Manual are not appropriate for Acton, and they are certainly not mathematically supportable. To be consistent with the data presented in Figure A-5, the FRA/HSRA should adopt a "severe" impact L_{dn} noise criterion of 5 dBA for all areas in which the existing L_{dn} value is less than 55 dBA.

Even if we pretend for a moment that FRA's assumptions are valid regarding 50 dBA being the lowest annoyance level (it isn't) and 5 dBA representing only a 2% increase in annoyance (it doesn't); these erroneous assumptions still do not justify FRA's determination that, for quiet communities like Acton, incremental noise increases are not deemed "severe" until they reach 15 dBA *on average.* FRA provides absolutely no data to support this outrageous determination, which must be abandoned in the Palmdale-Burbank HSR EIR/EIS.

It is also noted that a key element that is missing from all FRA/HSRA noise impact assessments is a consideration of the *actua*l sound level increases that high speed trains create. This is specifically contrary to noise assessment and impact procedures adopted by



high speed rail agencies outside the United States. The calculation procedures presented in the 2012 FRA Noise Assessment Manual clearly demonstrate that noise levels outside the high speed train right-of-way width will commonly exceed 100 dBA and do so with great frequency (up to 20 times per hour), yet the very real impacts created by these significant noise events (such as sleep disorders, inattentiveness, etc.) are completely ignored in every environmental assessment that is performed. In fact, prior environmental reviews conducted by FRA/HSRA have gone to great lengths to avoid reporting any Sound Exposure Levels (SEL) for high speed trains *even though* this is precisely the information that is of primary interest to the public! For example, the only instance in which the Merced-Fresno EIR/EIS even considers "actual" sound exposure levels is in the discussion of "animal impacts", and that analysis was cursory at best. Residents in the communities of Fresno, Merced and Bakersfield have not been provided any information regarding the actual noise levels that they will be forced to endure. This is not acceptable to the community of Acton, which must be provided a full and complete picture of the actual sound exposure levels that will be occur along all of the high speed train corridors that are proposed.

2.2 Onset Rate

Despite its reliance on a 24 hour averaging method to determine the "significance" of high speed train impacts, FRA acknowledges that "The presence of a high-speed rail system in close proximity to homes may result in a new noise unlike other existing sources of community noise", and further acknowledges that this new noise exposure can be characterized "by sudden onset of high noise levels for a short duration". FRA cites research done by the U.S. Air Force which indicates that a "startle" effect occurs for noise onset rates as low as 15 dBA/second8 FRA's own data clarify that, for steel wheel systems operated at 220 mph (which are proposed for the Palmdale-Burbank segment), a 15 dBA/second noise onset rate can occur within 100 ft of the train corridor 9 Nonetheless, FRA has declared (without citing any studies or actual evidence) that a 30 dBA/second noise onset rate will be the basis upon which "startle" effects will be considered significant 10 even though such an assumption is inconsistent with, and substantially more than, published studies. Of equal concern is the fact that FRA/HSRA consider data relevant to "startle" effects to be informational only 11, which means that "startle" effects are not considered to be a legitimate element of any high speed rail noise impact assessment or mitigation effort. In other words, FRA/HSRA acknowledge that "startle" effects present a new and significant noise impact that is unique to high speed rail systems, but do not intend to consider the "startle" effect to be as an actual impact which requires mitigation. This is not surprising, given FRA's/HSRA's intractable (and inappropriate) commitment to using the 24-hour noise averaging "Ldn" model to establish high speed train noise impacts. The 24-hour noise averaging model does not (and cannot) accommodate "startle" effect and rapid onset rate impacts, so FRA/HSRA simply disregards these impacts based on an arbitrary (and technically insupportable) impact threshold of 30 dBA/second rather than the 15 dBA/second threshold supported by published studies. The 30 dBA/second noise "Onset Rate" threshold is inadequate and technically insupportable, therefore the Community of Acton demands that 1) An onset rate significance threshold of 15 dBA/second be established for the Palmdale-Burbank segment, and 2) The areas where high speed train noise models indicate a 15 dBA/second onset rate will occur must be clearly mapped for all the high speed train corridors that are proposed.



2.3 Animal Impacts

FRA admits that it has not established any "criteria relating high speed train noise and animal behavior" though it acknowledges that high speed train noise characteristics "are similar to low overflights of aircraft", and that such noises "can have a disturbing effect on both domestic livestock and wildlife" 12. FRA further admits that hearing in animals differs from hearing in humans, thus it may not be appropriate to establish noise impacts on animals via the "A-weighting" approach implicit in FRA's noise impact assessment procedures 13. Nonetheless, and despite the fact that "Long-term effects [of noise on livestock and wildlife] continue to be a matter of speculation" and the lack of sound weighting data "established for representing the hearing characteristics" of animals, FRA has adopted "interim" criteria for establishing high speed rail noise effects on animals, and declared that these "interim" criteria are to be used until "further research results are known" 14. The problems with this approach are almost too numerous to count, not the least of which is that FRA has been using this "interim criteria" for more than 10 years, and has failed to conduct *any* of the research needed to properly establish an accurate and responsive approach for determining high speed train noise impacts on animals 15.

FRA has shirked its duties and abdicated a fundamental responsibility by failing to develop an appropriate means for assessing and mitigating this high speed train noise impact. Rather than properly developing appropriate noise impact criteria for animals, FRA has merely "borrowed" the 100 dBA SEL criteria developed by the U.S. Air Force without any consideration of whether the Air Force criteria is even applicable to high speed rail operation! For the record, it is not. The Air Force established the 100 dBA SEL for turkeys experiencing *occasional* low aircraft overflights that do not occur continuously or at the same frequency as high speed rail systems¹⁶. In other words, the low aircraft overflights considered in the Air Force turkey study do not occur 272 times per day, every day of every week of every year (which is the high speed train schedule proposed for the Burbank-Palmdale section¹⁷), so it is clearly inappropriate to rely on this study as the basis for developing a high speed rail noise impact threshold for all animals. More to the point, a turkey's response to infrequent and unscheduled 100 dBA noise events is not in any way representative of all animal responses to frequent (272 times per day) noise events that will exceed 100 dBA. This fact is made clear in the FRA's 2012 Noise Impact Assessment Manual, which clarifies that mammals will break and run at noise levels as low as 77 dBA18. The failure of FRA/HSRA to establish an effective means of assessing high speed train noise impacts on animals is a matter of substantial concern in Acton, which is not only an equestrian community (whose residents ride extensively throughout the proposed HSR corridors) but also has numerous and extensive agricultural and animal rescue facilities which accommodate a wide range of domestic and wild animals including horses, cows, chickens, sheep, tigers, llamas, emus, etc.

To address these failures, FRA/HSRA must provide accurate Sound Exposure Level (SEL) contour maps for each of the high speed rail corridors proposed in the community of Acton. Some horses are exceptionally skittish, and will react in panic at noise levels that are quite low (in fact, FRA's own data establishes that sounds as low as 77 dBA will cause antelope to run). Therefore, these SEL maps must be sufficiently detailed to enable Acton residents to



ascertain where it may be unsafe or inappropriate to ride their horses or establish other equestrian or animal uses based on their own knowledge of their animal's intrinsic temperament. At a minimum, noise contours for the community of Acton must be provided in 10 dBA increments and extend to areas where the SEL = 60 dBA. Notably, FRA/HSRA have not developed SEL contour maps in *any* of the environmental impact studies that have been completed to date (including the Merced-Fresno EIR/EIS and the Fresno-Bakersfield EIR/EIS). When I asked an FRA/HSRA engineer at a recent scoping meeting why SEL maps were not included in prior HSR environmental reviews, I was told that "they are not required by the Manual". The engineer who made this statement is very much mistaken; the 2012 FRA Manual clearly requires that high speed train impact assessments must include tabulated noise prediction results that are also illustrated by "contours, cross sections, or shaded mapping" [See page 11-2].

3. NOISE MITIGATION

For areas in which modeling results indicate "severe" project noise impacts will occur, FRA/HSRA is supposed to implement mitigation measures to reduce noise levels. According to the 2012 FRA Noise Assessment Manual (which addresses federal NEPA issues), the need for mitigation depends on the magnitude of the impact, cost, and other factors. CEQA imposes different mitigation requirements, and in fact mitigation measures and/or project alternatives that successfully reduce significant impacts while achieving most project objectives **must** be implemented unless it can be conclusively demonstrated (by substantial evidence) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Since the high speed train project proposed by the HSRA is subject to CEQA, the more stringent mitigation/project alternative requirement applies.

A number of problems have been found with the manner in which FRA/HSRA addressed noise mitigation measures in previous impact assessments. For example, in the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it is impossible for the reader to ascertain the actual level of noise mitigation that was achieved by the limited number of 12 foot sound barriers which were proposed. The Technical Report first maps the locations where noise mitigation measures could be applied (Figures 8-1 to 8-4). Then, it maps (in Figures 8-5 to 8-8) where potential sound barriers could be deployed (without explaining how or why these elements differ). Then the Technical study lists the sound barrier lengths that would be "cost-effective", the number of "severe" impact reductions that would be achieved by these sound barriers, and the number of "severe" impacts that would remain (Tables 8-1 to 8-5). Then, in Tables 8-5 to 8-13, the Technical Report lists additional details about the "cost effective" barriers and again identifies the number of "severe" impacts remaining. One obvious problem with this information is that the values reported for residual "severe" impacts in Tables 8-1 to 8-5 don't agree with the values reported in Tables 8-6 to 8-13 $^{\rm 19}$. Another problem is that there appears to be no connection between the "severe impact" numbers reported in Table 7-1 and the numbers reported for "Severe Receptors Protected", "Severe Impacts Eliminated", and "Residual Severe Impacts" in Tables 8-1 to 8-4. A more substantial problem is that the Merced-Fresno EIR/EIS and accompanying Technical Study discuss only "severe" impact reductions



in those limited areas were noise barriers were deemed "cost effective". It fails to address reductions in "severe" impacts that were achieved overall for each project alternative, and it fails to clarify why barriers along portions of the proposed corridors were deemed not "cost effective" even though they would have clearly reduced impacts on severely impacted receptors²⁰. In other words, FRA/HSRA failed to explain why severely impacted receptors located in certain areas were deemed not "cost-effective" to protect.

These omissions are inconsistent with the instructions provided in Chapter 11 of the 2012 FRA Noise Assessment Manual, which requires that environmental documentation "provides the vehicle for reaching decisions on appropriate mitigation measures" and "Reasons for dismissing any abatement measures should be clearly stated, especially if such nonimplementation results in significant adverse effects". In the Merced-Fresno environmental documents, FRA/HSRA fails to even point out that these "cost" decisions actually left many receptors unprotected. This fact only comes to light if one embarks on an exhaustive comparison of tabulated data spread throughout the Technical Report. Worse yet, FRA/HSRA fail to provide any reasons why it was deemed "cost effective" to protect some severely impacted receptors, but not others. Perhaps FRA/HSRA has developed some sort of "unit cost per severe receptor saved" threshold which was applied to the Merced-Fresno project to decide who is protected and who is not. One can only guess, because the matter is left unaddressed in the environmental documents. One thing is certain, the public has a right to know the details of such decisions, therefore it is expected that such information will be provided in the environmental documentation prepared for the Palmdale-Burbank section.

An additional concern is the astonishingly high reduction in "severe impacts" that the "cost effective" noise barriers achieved for Merced-Fresno segment; according to Tables 8-1 to 8-4 of the Technical Study, as much as 95% or more of the "Severe Receptors" are protected. The noise barriers considered for this project are (with few exceptions) only 12 feet high, and are therefore barely tall enough to reduce aerodynamic noise generated at the train nose and are *too short* to reduce aerodynamic noises generated at the (15 foot high) pantograph. Under these conditions, the shielding for this subsource SEL is negligible, and the SEL passby value would remain quite high, corresponding to much higher Ldn values (after mitigation) than the reported results suggest. The FRA/HSRA environmental documents don't bother to explain how these extraordinary reductions are achieved; they are just presented as fact. This is unacceptable; any mitigation levels claimed in FRA/HSRA environmental documents prepared for the Palmdale-Burbank segment must be conclusively proven and explained.

Beyond these issues, there remains the inescapable fact that *none* of the mountains of data provided in the Merced-Fresno EIR/EIS provide any indication of the actual sound level reductions that will be achieved by the noise barriers that are proposed *even though this* is precisely the issue of primary concern to any and all individuals affected by the CHSRA project. This established FRA/HSRA "pattern" of providing enormous quantities of tabulated mitigation data that is inherently inconsistent and which says virtually nothing about actual noise level reductions is *unacceptable* to the Community of Acton. Acton residents expect that the EIR/EIS prepared by FRA/HSRA for the Palmdale/Burbank route



will provide sufficient data to confirm the noise reduction levels that are claimed and it will provide noise contours plots that show the extent to which proposed mitigation measures will reduce projected noise levels. This information must be provided in a format which would enable a reasonable individual to confirm that the results are consistent with the noise exposure level and mitigation calculation procedures provided in the 2012 HRA Noise Assessment Manual.

Additionally, CEQA does not allow the HSRA to avoid environmentally superior alternatives or mitigation measures simply because they are not deemed "cost effective". To the contrary, HSRA must conclusively demonstrate (based on substantial evidence provided in the record) that the incremental cost of implementing either the environmentally superior alternative or the appropriate mitigation measures is so great that it renders the altered project economically infeasible [CEQA Statutes § 21002.] The Merced-Fresno EIR provided no evidence that the entire project would be economically infeasible if sound barriers were placed wherever significantly impacted receivers were found, therefor it violates CEQA statutes. Acton expects that HSRA will not repeat these substantial violations in the Palmdale-Burbank EIR.

Finally, it must be pointed out that *all* of the impacts that the high speed train project will create in Acton, Agua Dulce, Santa Clarita, Sylmar, San Fernando, and all communities north, west and east of the Angeles National Forest ("ANF) can be *completely eliminated* simply by routing the train into the ANF outside of Acton (see location depicted in Figure 1) and maintain it underground along a route that avoids all Acton residential areas. As shown in Figure 2, this "environmentally superior" alternative would require a slight adjustment of the "study area" depicted in Exhibit 1 of the HSRA's Notice of Preparation issued July 24, 2014.

4. ACTON-SPECIFIC ISSUES AND OTHER CONCERNS REGARDING THE PALMDALE-BURBANK HSR NOISE IMPACT ANALYSIS

In addition to the concerns, comments and issues presented above, there are additional issues which must be addressed in the EIR/EIS noise impact analysis, including:

- 1. Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of next year. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.
- 2. Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities

must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.

- 3. Acton is a desert community with little vegetation or ground cover. Therefore, a "soft ground" sound propagation condition is not an appropriate noise modeling input.
- Acton has hills, valleys, canyons, and extensive geographical contours. Therefore, careful attention must be paid to elevation and distance parameters assumed in all noise impact calculations.
- 5. The "Alternative Corridor Study Area" depicted in the CEQA Notice of Preparation is particularly troublesome because it overlays all of Acton's residential neighborhoods on the east side of town and on the south side of town (including the residential areas located within the Angeles National Forest ("ANF") along the Angeles Forest Highway and Aliso Canyon Road). In fact, this "Study Area" appears to intentionally route the train away from the ANF to the greatest extent possible, and then enter the Forest only *after* it has passed through Acton. Considering this "Study Area" in conjunction with the two additional routes proposed through Acton, it appears obvious that the CHSRA has no intention of avoiding significant adverse impacts in Acton despite the existence of an alternative that does precisely that. Acton can easily be protected by placing the train corridor in the Angeles National Forest outside of Acton (See Figure 1), and maintaining the train underground and away from residential areas. This can be accomplished by a slight adjustment to the Study Area (See Figure 2). CHSRA must seriously consider this alternative, since it can be configured to avoid impacts to every one of the numerous cities and residential areas that are located north and east of the ANF.
- 6. Track maintenance operations typically occur at night. According to an acquaintance who lives a short distance from the Acela Station in Boston, nighttime maintenance activities are exceedingly loud and as disruptive as high speed train operations. Yet, none of these impacts are addressed anywhere in previous environmental assessments conducted for the California High Speed Rail. The sound impact analysis for the Palmdale Burbank segment must properly address and thoroughly mitigate any and all maintenance impacts on the community of Acton.
- FRA/HSRA must perform follow-up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

5. SUMMARY

In summary, the following must be accommodated in the noise impact study that is prepared for the Palmdale-Burbank high speed train project:

- Develop a route alternative in which the train enters the Angeles National Forest ("ANF") outside of Acton (see Figure 1), remains underground in Acton, and avoids all residential areas to protect residential wells.
- Recognize that this route alternative eliminates virtually all noise impacts on all
 cities and all communities to the north, south, and east of the Angeles National
 Forest and is therefore the "Environmentally Preferred Alternative" as that term is
 contemplated by CEQA regulations
- NEPA requires to that an FRA project EIS consider "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. This requirement is not satisfied the disclosure of a 24-hour averaged noise parameter which combines existing ambient noise events with projected train noise events. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public, which can only be construed to mean that the actual sound level projections must be disclosed in the Palmdale-Burbank EIR. These requirements can only be satisfied by including in the Palmdale-Burbank EIR/EIS detailed high speed train noise contour maps for Acton that are plotted in 10 dBA increments and which range from the maximum value to 60 dBA or less.
- Consistent with the requirements imposed by FRA's 2012 manual, provide noise
 modeling assumptions and sound exposure calculation parameters in sufficient
 detail to allow the public to check SEL results plotted in the noise contour maps.
- Ensure that the noise propagation parameters assumed in all noise modeling efforts are appropriate to geographic and ground conditions in Acton.
- $\bullet \quad \text{Map L_{dn} noise measurements that establish existing noise conditions in Acton including exact locations, dates, and times of measurements.}$
- $\bullet \quad$ Map L_{dn} noise contours in 10 dBA increments ranging from maximum values to 60 dBA based on projected train noise levels in Acton.
- Consistent with a mathematically accurate interpretation of Figure A-5 provided in the 2012 FRA Noise Assessment Manual, adopt a "severe impact" L_{dn} noise criterion of 5 dBA for all areas in which the existing L_{dn} value is less than 55 dBA.
- Consistent with CEQA requirements that an EIR quantify and mitigate actual project
 impacts, establish a "severe" noise impact SEL criterion that addresses both high
 speed train sound exposure levels and projected train passby rates, then map (in 10
 dBA contours) all locations in Acton where this "severe" noise impact SE: criterion is
 met or exceeded, and designate these locations for mitigation.

- Establish a "severe" noise impact SEL criterion of 15 dBA/second for noise onset
 rate impacts, then map all locations in Acton where this "severe" noise onset rate
 noise impact criterion is met or exceeded along all the train corridors proposed for
 the Palmdale-Burbank route and designate these locations for mitigation.
- Establish a "severe" noise impact SEL criterion of 75 dBA for animal noise impacts, then map (in 10 dBA contour increments) all locations in Acton where animal noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.
- Provide assumptions and modeling inputs used to derive all mitigated noise projections in sufficient detail to allow members of the public to confirm the accuracy of the mitigation levels claimed.
- If noise mitigation measures are deemed appropriate for some portions of Acton but not for
 others, provide details regarding such decisions, recognizing that CEQA does not permit the
 HSRA to reject feasible mitigation measures unless the marginal cost of such measures are
 so great that they render the entire Palmdale-Burbank project economically non-viable.
 Note: The fact that the California High Speed Rail Project is intrinsically non-viable from an
 economic perspective shall not factor into this decision.
- Provide mitigated L_{dn} noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation)) for all high speed train corridors proposed in Acton.
- Provide mitigated SEL noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provide mitigated noise onset rate contour maps that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provided mitigated animal noise impact maps in 10 dBA increments that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton for Acton.
- Provide both a qualitative discussion and a consistent quantitative analysis of the
 extent to which mitigation measures successfully reduced severe L_{dn} noise impacts,
 severe SEL noise impacts, severe noise onset rate impacts, and severe animal noise
 impacts.
- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of 2015. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this

instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.

- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.
- FRA/HSRA must perform follow up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

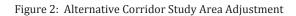
Respectfully submitted;

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August 29, 2014



Figure 1. Area Where Corridor Enters the Angeles National Forest to Avoid Acton Homes





FOOTNOTES

- ¹ Page 2-4 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 2 Figure 2-6 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note this figure, though generalized, indicates a 30 dB sound increase when going from a conventional locomotive operating at approximately 110 mph to a high speed train operating at approximately 200 miles per hour (where V_{t1} = 60 and V_{t2} = 160 as indicated in Table 4-5).
- ³ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. Assuming more than half the day trains run during peak hours results in a trip frequency exceeding 20 trains per hour.
- ⁴ Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁵ Figures 2-6, 4-1, and pages 2-8 to 2-11 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁶ Actual noise exposure levels double with each incremental increase of 10 dBA, so a 10 dBA increase results in a doubled noise exposure level, a 20 dBA increase results in a quadrupled noise exposure level, and a 15 dBA increase approximately results in a tripled noise exposure level.
- ⁷ Page A-17 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁸ Page A-18 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁹ Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note that for ICE systems, an onset rate of 15 dB/second is possible for a speed/distance factor of 2, and

assuming a train speed of 220 mph, this onset rate can occur within 110 feet of the high speed rail corridor.

- 10 Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹¹ Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 12 Page 3-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 13 Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁴ Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 15 See 2005 version of the "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁶ F. Bradley, C. Book, and A.E. Bowles. *Effects of Low-Altitude Aircraft Overflights on Domestic Turkey Poults*, Report No. HSD-TR-90-034, U.S. Air Force Systems Command, Noise and Sonic Boom Impact Technology Program, June 1990.
- ¹⁷ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. This results in a total of 272 trains traveling between Fresno and Los Angeles each day.
- ¹⁸ Table A-1 on Page A-21 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁹ For example, 25 is the number of residual severe impacts for the BNSF alternative reported in Table 8-2, but the sum of all the numbers of residual severe impacts for this alternative that are reported in Tables 8-9 to 8-11 only add up to 17.

 20 For example, Table 7-10 reports that 520 residences, 3 hotels, 1 park and 1 church will have "severe" impacts associated with the proposed hybrid alternative. Yet, Table 8-3 indicates that 416 "severe" receptors will be protected by the "cost effective" noise barriers, and 25 will not. There is no discussion of the extent (if any) to which the remaining 100 receptors will be protected, and why they it was deemed not "cost effective" to protect them.

COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS

Both the California Environmental Quality Acton ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.



FRA/HSRA MUST PROVIDE APPRORIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive follow-up investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These follow-up investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

Respectfully submitted;

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COMMENTS ON THE FRA/CHSRA ENVIRONMENTAL REVIEW PROCEDURES THAT WILL BE IMPLEMENTD FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

In July, 2014, the Federal Railway Administration ("FRA") issued a Notice of Intent ("NOI") and the California High Speed Rail Authority ("HSRA") issued a Notice of Preparation ("NOP") for the proposed Palmdale-Burbank High Speed Rail ("HSR") project. The HSR project is subject to several federal and state environmental regulations, including the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"). The approach that has been adopted by FRA/CHSRA to comply with these regulations has raised a number of concerns, as described below.

1. CEQA APPLIES TO THE PALMDALE-BURBANK HSR PROJECT

Footnote 1 of the NOP issued by the HSRA states:

"The [CHSRA] Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commission Termination Acton of 1995, including that Act's preemptive effect on CRQA's application to this proposed project."

From the language appearing in this footnote, the HSRA appears to have the mistaken impression that CEQA compliance is somehow "optional" because the high speed rail project falls under the preemptive jurisdiction of the Surface Transportation Board. The HSRA is misinformed. At a minimum, the Palmdale-Burbank HSR project is subject to Section 404 requirements of the Federal Clean Water Act and, by extension, Section 401 requirements of the Clean Water Act. Jurisdiction over Section 401 compliance lies with the California Water Resources Control Board, which will not approve any 401 certification unless and until the CHSRA has complied fully with CEQA. Because the Palmdale-Burbank HSR project straddles two regional water boards (Lahontan and Los Angeles), the State Water Resources Control Board will assume responsibility for the 401 compliance certification. Like FERC's preemptive authority over dam licenses under the Federal Power Act, STB's preemptive authority over high speed rail projects does not, and cannot, obviate any obligation to fully comply with CEQA.

It is further pointed out that FRA's own "Procedures For Considering Environmental Impacts" [64 FR 28549] clearly recognize the applicability of CEQA because these procedures compel CHSRA to serve as a joint lead agency with FRA to address actions that are subject to state requirements that are comparable to NEPA (as is the case with CEQA). FRA procedures (found in 64 FR 28549 Section 6 paragraph 2] state:

"Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA".

To be clear, the Palmdale-Burbank HSR project is subject to all aspects of CEQA regulations, including those provisions that require HSRA to adopt mitigation measures and/or the "environmentally superior alternative" unless such measures or alternatives are shown (based on substantial evidence) to be infeasible.

2. THE SCOPE OF ROUTE ALTERNATIVES PROPOSED FOR THE PALMDALE-BURBANK HSR PROJECT IS TOO NARROWLY DEFINED

Both CEQA and NEPA require FRA/HSRA to consider a range of project alternatives that would substantially meet project objectives and protect environmental and community resources. The Palmdale-Burbank project described in the NOP and NOI issued by FRA/HSRA is too narrowly defined to meet these requirements. Specifically, the "Alternative Corridor Study Area" depicted in Figure 1 of the NOP is so limited that it precludes consideration of a route alternative that eliminates all impacts to virtually every community that lies between the cities of Palmdale and Burbank. To correct this substantial deficiency, the "Alternative Route Study Area" must be adjusted as depicted in Exhibit 1. This ensures that an alternative route will be considered which enters the Angeles National Forest ("ANF") outside the Community of Acton (see Exhibit 2) and remains underground in Acton within a corridor that avoids residential areas. This alternative route achieves all of the community, natural environment, and wildlife corridor protection provisions that were specified in the High Speed Rail Passenger Train Bond Act (Proposition 1A) that was approved by California voters in 2008. The amount of tunneling required for this alternative route is certainly achievable, and is in fact only slightly more than the 20.2 miles of tunnel already proposed for other alternatives considered for this Palmdale-Burbank HSR project (see the SCN + SR14E/W Hybrid alternatives). Equally important is the fact that the tunnel length required for this alternative is substantially less than what has been achieved by other HSR projects around the world. A finding by FRA/HSRA that this route cannot technically be achieved is tantamount to declaring that American engineers are neither as smart nor as capable as European or Japanese engineers (which is hardly the case). Consistent with CEOA and NEPA requirements, the "Alternative Route Study Area" must be expanded to ensure that this "no impact" route option is included in the range of alternatives considered in the Palmdale-Burbank EIR/EIS

3. PREVIOUS ENVIRONMENTAL REVIEWS CONDUCTED BY FRA/HSRA ON OTHER HSR SEGMENTS HAVE NOT PROPERLY IMPLEMENTED CEQA'S MITIGATION AND "ENVIRONMENTALLY SUPERIOR" PROVISIONS

CEQA's mitigation and environmental protection provision are much more stringent thatn NEPA regulations. For instance, under CEQA, HSRA is required to develop an "environmentally superior" alternative, and it requires HSRA to adopt mitigation measures and/or the environmentally superior project alternative if doing so successfully reduces significant impacts while still achieving most project objectives. The only exception to this is when it is conclusively demonstrated (by substantial evidence provided in the record) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Because the Palmdale-Burbank HSR project is subject to CEQA, these more stringent mitigation and environmental protection requirements apply.



For some reason, HSRA has not complied with CEQA's stringent mitigation requirements in the previous environmental impact studies that it has performed. For instance, in the Merced-Fresno EIR/EIS, the noise impact section and associated Technical Report state quite clearly that mitigation in the form of noise barriers would only be implemented in those areas where it is deemed "cost effective" to do so (see EIR/EIS Section 3.4). It further clarifies that "severe" noise impacts would remain unmitigated in those areas where noise barriers are not deemed "cost effective". HSRA fails to provide any proof that deploying additional noise barriers in these severely impacted areas would render the entire Merced-Fresno project financially infeasible. Even if HSRA declared this to be the case, such a declaration is not supported by any evidence provided in the record that the additional cost of one more foot of noise barrier would fiscally "break" the project. The Merced-Fresno EIR/EIS noise impact study clearly violates CEQA's mitigation and environmental protection provisions.

To make matters worse, the Summary Section of the Merced-Fresno EIR/EIS gives the *impression* that noise impacts would be fully mitigated, even though the noise impact section of the EIR/EIS makes it quite clear that noise impacts will NOT be fully mitigated. The EIR/EIS states (on page S-15) "In some locations, operational noise impacts of substantial intensity under NEPA and significant under CEQA would occur, but when fully mitigated they would be of negligible intensity under NEPA and less than significant under CEQA". This disingenuous and deceitful statement belies the fact that CHSRA has no intention of "fully mitigating" operational noise impacts, and for those decisionmakers and stakeholders that only review the EIR/EIS Summary, it instills the false belief that operational noise impacts will be fully mitigated.

Such deceit *WILL NOT* be tolerated in the Palmdale-Burbank project, and the Community of Acton insists on strict compliance with CEQA mitigation to the fullest extent of the law. This includes the consideration and adoption of an "Environmentally Superior" alternative which eliminates all impacts to virtually every community between Palmdale and Burbank, namely the underground route through the ANF described in Section 2.

4. KEY FEDERAL AGENCIES HAVE BEEN OMITTED FROM THE SCOPING PROCESS

Neither the U.S. Forest Service ("USFS") nor its parent agency (the US Department of Agriculture) have been identified as Participating Agencies (or even Cooperating Agencies) in FRA's NOI issued for the Palmdale-Burbank HSR project. This is particularly surprising, given that the USFS has jurisdiction over the Angeles National Forest ("ANF") which underlies the "Alternative Corridor Study Area", and is responsible for issuing the "Special Use Permit" or other relevant authorization that will be necessary to construct any route that affects the ANF. An HSR route through the ANF will eliminate adverse impacts on virtually every community between Palmdale and Burbank, and is therefore a matter of considerable interest to affected stakeholders. FRA's failure to include the USFS as a Participating Agency, and the USFS's failure to participate in the public scoping meetings has caused significant public unease, and has raised the public's perception that neither the FRA nor the HSRA are truly committed to developing a route that protects many tens of thousands of people from adverse impacts. This is particularly true in the Community of



Acton, which is traversed by (and will be substantially damaged by) every single HSR route proposed by FRA/HSRA. The Community of Acton expects FRA's failure to include the USFS as a Participating Agency will be rectified, and that the USFS will fully participate in the FRA/HSRA environmental review and public outreach efforts going forward.

5. INADEQUATE DEFINITION OF THE PALMDALE-BURBANK HSR PROJECT PRECLUDES MEANINGFUL PUBLIC COMMENT AT THIS TIME

The HSRA's proposed Palmdale-Burbank HSR project includes a "Route Alternative Study Area" which traverses the ANF. However, this alternative is so poorly defined and lacks locational information to such an extent that affected stakeholders are unable to provide meaningful scoping comments at this time. Regarding this HSR route alternative, it is expected that stakeholders will have future opportunities to provide scoping comments once this alternative is properly refined to a level which permits meaningful public comment. It is further expected that these comments will be accorded the same weight as any and all timely-submitted scoping comments that the FRA and CHSRA receive pursuant to the NOP and NOI issued July, 2014.

6. THE FRA/HSRA SCOPING PROGRAM ESTABLISHES INCONSISTENT DEADLINES

According to the comment cards and scoping flyer distributed jointly by the FRA and HSRA at the public scoping meetings that were held in August and noticed in the NOP and NOI, public scoping comments are due on or before August 31, 2014. However, the NOI issued by the FRA and published in the Federal Register establishes a public scoping deadline of August 25, 2014. The NOP issued by the HSRA was merely signed on July 24, 2014, and it does not specify any scoping comment deadline nor does it indicate a publication date. Despite these apparent inconsistencies and the clearly mixed message that the public has received from FRA/HSRA regarding when scoping comments are actually due, and in recognition of the fact that full and meaningful public participation is a fundamental objective of both CEQA and NEPA, it is expected that FRA and HSRA will deem all comments received on or before, or postmarked by, August 31 2014 to be timely submitted, and will accord them the same weight and due consideration given to all scoping comments submitted on or before August 25, 2014.

7. THE PALMDALE-LOS ANGELES HSR PROJECT HAS BEEN IMPROPERLY SEGMENTED INTO TWO SEPARATE PROJECTS IN VIOLATION OF CEQA & NEPA

The FRA/HSRA have taken a single project (the Palmdale-Los Angeles HSR project) and improperly split it up into two separate projects (the Palmdale-Burbank HSR and the Burbank-Los Angeles HSR Project) in violation of both CEQA and NEPA.

FRA claims that the Palmdale-Burbank project and the Burbank-Los Angeles project will have "independent utility", which means that these two projects are not "connected actions" (as that term is contemplated in NEPA) and will therefore function without need of, and independent from, each other. Such a statement is ridiculous *on its face*. A standalone high speed train connecting Burbank with Los Angeles is intrinsically non-viable



given the short distance it would cover (11 miles) and its "unnecessary" nature. FRA claims that the Burbank and Los Angeles terminals are "rational for transportation movements", but does not provide any supporting evidence that any passenger would ever have need of such transportation. The reason for this lack of evidence is simple; it does not exist. Additional reasons offered by FRA to further justify this improper segmentation of the Palmdale-Los Angeles project are equally insubstantial: for example, FRA claims that segmenting these two projects will provide "more effective planning and public outreach in these highly populated areas". Obviously this is untrue, as evidenced by the fact that FRA's public scoping and outreach actions for the two projects were combined into a single scoping and outreach effort. Clearly, FRA is capable of achieving adequate public outreach and planning for a combined Palmdale-Los Angeles project.

Aside from FRA's specious reasons for segmenting the Palmdale-Los Angeles project into two separate projects, there is the undeniable fact that approving the Burbank-Los Angeles portion of the project will influence the decision and force the Palmdale- Burbank project to proceed notwithstanding the environmental consequences. The Burbank-Los Angeles section serves as a necessary component of the Palmdale-Los Angeles HSR project and is therefore a connected action that is dependent on the Palmdale-Burbank Section. As the courts have determined, these are the hallmarks of distinguishing improper segmentation under NEPA and they clearly preclude FRA from splitting up the Palmdale-Los Angeles HSR project into two different projects.

Separating the Palmdale-Los Angeles HSR project into 2 different segments is also a violation of CEQA. Nonetheless, the NOP issued by HSRA asserts that splitting the Palmdale-Los Angeles HSR project into separate projects is necessary because a Supplemental Alternatives Analysis Report ["SAA"] issued in May 2014 says that "it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS." Aside from the obvious fact that SAA statements do not obviate CEQA compliance requirements, HSRA's action violates CEQA for other reasons. CEQA prohibits HSRA from breaking up the Palmdale-Los Angeles project into component parts for piecemeal consideration. The justifications for this action offered by HSRA in the NOP are the same justifications offered by the FRA in the NOI, and they fall apart for the same reasons.

8. FAILURE TO PROVIDE HSR NOISE LEVELS VIOLATES CEQA AND NEPA

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. *There is no question* that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank project.

Nonetheless, and despite these clearly stated requirements, FRA/HSRA have failed to consider (or even report) ANY actual high speed train noise levels in any of the

U.S. Department of Transportation Federal Railroad

environmental assessments that have been conducted to date for the California High Speed Rail Program. Instead, FRA/HSRA only considered 24-hour "aggregate" noise values that were never published, and which were derived by reconciling existing noise data (averaged over 24 hours) with projected high speed train noise data (also averaged over 24 hours). While these "aggregate" values may perhaps be construed to represent some sort of indirect impact or perhaps a cumulative impact (both of which must be considered under CEQA), they do not, by any stretch of the imagination, represent "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. The Community of Acton will not tolerate such CEQA and NEPA violations, and demands that actual noise level predictions resulting from HSR operation in Acton be provided in the Palmdale-Burbank EIR/EIS. This can best be achieved by providing noise contour maps for Acton that are plotted in 10 dBA increments and range from the maximum value to 60 dBA or less.

Respectfully submitted;

/s/ Jacqueline Ayer Jacqueline Ayer AirSpecial@aol.com 2010 West Avenue K, #701 Lancaster, CA 93536

August 29, 2014

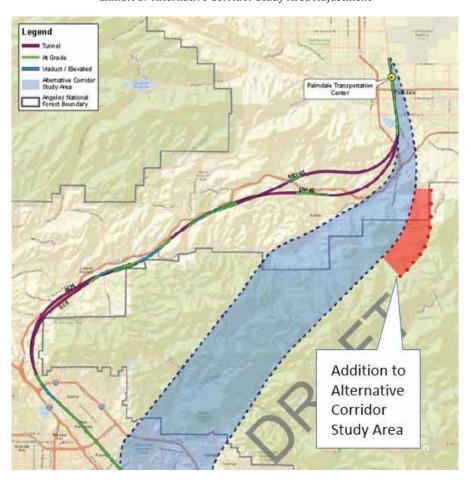


Exhibit 1: Alternative Corridor Study Area Adjustment

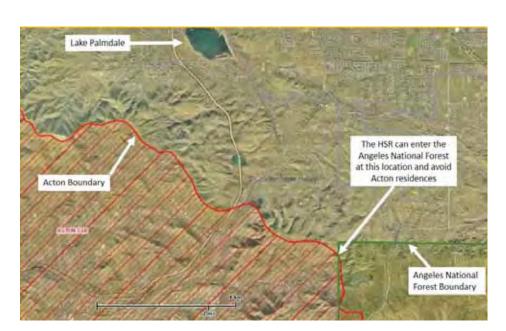


Exhibit 2. Location Where the HSR Should Enter the ANF to Avoid Acton Homes.



Submission 1039 (Kristen Bachmann, August 31, 2014)

Kristen Bachmann 16648 Bryant Street North Hills, CA. 91343 kbachmann89@aol.com

August 31, 2014

Mark McLoughlin, Director of Environmental Services High Speed Rail Authority Southern California Region 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin:

I am writing in regard to the Bullet Train that is being considered to travel through the San Gabriel Mountains. I am opposed to the Alternative Corridor route through the Angeles Forest from Palmdale to Burbank. Throughout my childhood, I have spent and still do spend many beautiful days exploring the trails of the Angeles Forest both on horseback and on foot. There are few to no areas in the San Fernando Valley that can compare to this natural environment, which actively lives and participates in the preservation of the land. For example, Big Tujunga Canyon Wash serves as a wildlife preserve and hosts to many species that deserve to remain undisturbed in their habitats. The natural, clean water flow through the wash channels to many areas and sustains a healthy and active ecosystem in the area. The construction alone would disturb the wildlife that inhabits the wash, let alone the boisterous train itself.

Bringing the Bullet Train through Lake View Terrace, Shadow Hills, Sunland, Tujunga and La Tuna Canyon will not only disrupt an innumerable natural habitats, it will also destroy the quiet neighborhoods that have been established for decades. The excessive noise levels and vibrations will have devastating effects on the communities that reside in this area. Cutting through family oriented neighborhoods is a hazard to those living within close proximity of the train. The Bullet Train travels at dangerous speeds that are life threatening and there is no guarantee that the system will be completely free from accidents such as derailment.

Most homeowners, who live along the forest, are drawn to this peaceful, natural environment, because they can enjoy the quiet living near wildlife corridors, yet they are still near enough to the city to participate in the activities and use the resources offered by local businesses. The Bullet Train will ruin this former attractive feature, leading many individuals to move outside the valley to more peaceful "A" zoned properties, thus economically hurting local businesses. In the end, the quality of life for those living in homes near the Bullet Train will diminish and lead to withdrawal of thousands from the area, financially harming the surrounding areas.

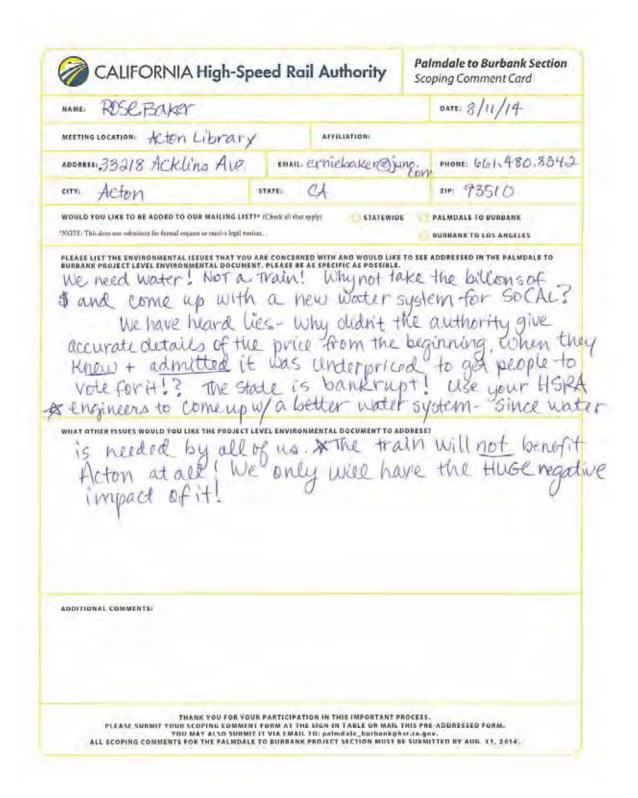
Thank you for your consideration.

Respectfully

Kristen Bachmann

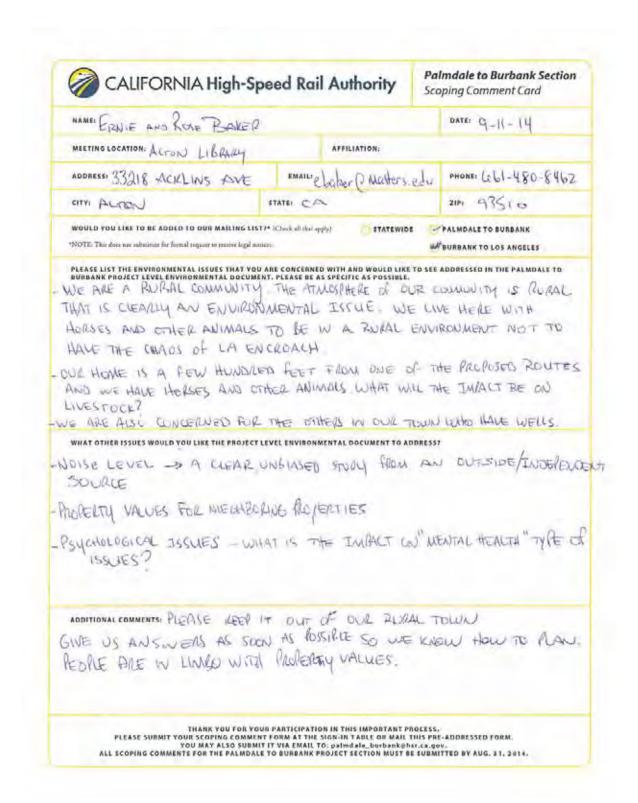


Submission I040 (Rose Baker, August 11, 2014)





Submission 1041 (Ernie Baker, August 18, 2014)





Submission I042 (Elizabeth Baker, August 26, 2014)

Palmdale - Burbank - RECORD #637 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date : 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name : Elizabeth Last Name: Baker

Professional Title: **Business/Organization:**

Address: 33218 Acklins Ave

Apt./Suite No.:

City: Acton State: CA Zip Code: 93510

Telephone:

Email: lizzypenguin@juno.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Southern California does not need the High-speed Rail. This is why:

1) The sound level going through Acton would be very loud and distracting.2) It would destroy wells and the water system.3) It would kick many people out of homes and lower the property values of others who live nearby.4) It would destroy the look of the quiet town of Acton. 5) Acton would have no benefits from the High-speed rail. Elizabeth Baker33218 Acklins Ave.Acton, CA 93510

Acton resident

EIR/EIS Comment:

Submission 1043 (Joy Baker, August 26, 2014)

Palmdale - Burbank - RECORD #644 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date :8/26/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Joy Last Name : Baker

Professional Title :

Business/Organization:

Address: 33218 Acklins Ave

Apt./Suite No.:

City:

 State :
 CA

 Zip Code :
 93510

Telephone :

Email: bakerjk@mail.masters.edu

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: I am opposed to the High-Speed Rail coming through Acton because:

1) Our state is bankrupt and cannot afford it.

2) The people of the state should not pay high taxes to fund the project.

3) Our state needs water, not a form of transportation that most people won't use.

4) Our very quiet, quaint town will be destroyed by the terrible noise and the train's effects on our water source.

I don't think it's right that something that will cost so much will have no

benefits to us in the town of Acton.

Sincerely,

JoyAnna Kathryn Baker 33218 Acklins Ave Acton CA, 93510

Resident of Acton, California.

EIR/EIS Comment : Yes

Submission 1044 (Eve Baldwin, August 29, 2014)

Palmdale - Burbank - RECORD #463 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Eve Last Name : Baldwin

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Los Angeles

 State:
 CA

 Zip Code:
 00000

Telephone :

Email: evieb@me.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: No train from Palmdale to Burbank!!!

The risks to the environment are too great! This will put people in danger as we are interconnected with nature. No tunnels!!! Please have foresight. Thank you!!!

Thank you!!! Eve Baldwin Los Angeles resident

www.YogaShortandSweet.com

U.S. Department of Transportation Federal Railroad

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1045 (John Ball, August 29, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

Submission 1046 (David Baral, August 25, 2014)

Palmdale - Burbank - RECORD #668 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/25/2014 Affiliation Type: Individual

Businesses And Organizations Interest As:

Submission Method: Project Email First Name: David Last Name: Baral

Professional Title: **Business/Organization:**

Address: 15821 Ventura Blvd. #500

Apt./Suite No.:

City: Encino State: CA Zip Code: 91436 Telephone: 818 905-0151 Email: david@rcbaral.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: For the record I am opposed to the HSR. I am also opposed to any rail

through the towns of Acton or Agua Dulce. These communities are the last rural areas in Los Angeles County. The HSR will destroy the communities. Period. If this boondoggle continues the line should be put through the mountains via a tunnel. I will be checking to be sure my concerns are made a part of the public record and are taken into consideration for the EIR.

DAVID L. BARAL

R.C. BARAL & COMPANY, INC.

Business Management-Film/TV/New Media Production Accounting-Auditing-Tax Consulting-Film Credits

15821 Ventura Blvd. #500 Encino, CA 91436 818 905-0151 Phone 818 789-2194 Fax WWW.RCBARAL.COM

EIR/EIS Comment:

Yes- Standard Response Need PI response:

General Viewpoint on Project:

Form Letter:

Submission 1047 (Nani Barnes, August 15, 2014)

Palmdale - Burbank - RECORD #127 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date: 8/15/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Nani Last Name: Barnes

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: nblakeview@ca.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: To Whom It May Concern: (Please review the entire route suggested on

MapQuest)

I am submitting a suggestion in regards to an alternate route for the High Speed Rail from Burbank to Palmdale.

Myself and every homeowner in the Shadow Hills and Lake View Terrace

area, are of course, concerned with the

location that might be chosen. It will greatly affect our lives and properties,

and as we stand now, it is quite unsettling

to live with great uncertainty.

As a very long time resident of Lake View Terrace, I would like to suggest an

alternative route, affecting less personal

properties and closer to a more direct route to the 14N Freeway connecting

above Sand Canyon.

The route that ties directly into the existing rail line is Paxton St and San

Fernando Road. The new route could cut from

San Fernando Rd, east on Paxton St (along the 118) then continue North

(left) onto Lopez Canyon Road. There are a few old warehouses along the road to the North side of Lopez Canyon and only mountain range on the South side.

Thank you for your time and consideration from every homeowner in this

community!

Nani Barnes

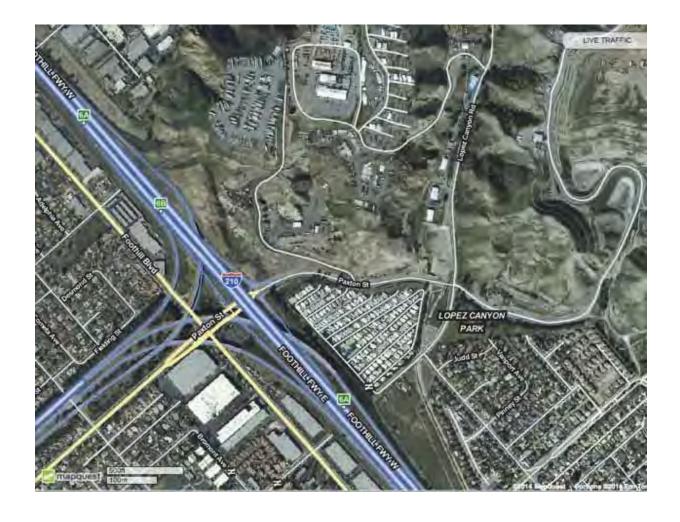
EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Attachments: Screen Shot 2014-08-15 at 10.25.13 PM.pdf (103 kb)

Submission I047 (Nani Barnes, August 15, 2014) - Continued



Submission 1048 (Jean Barolet, August 28, 2014)

Palmdale - Burbank - RECORD #562 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jean Last Name: Barolet

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Sunland

 State:
 CA

 Zip Code:
 00000

Telephone :

Email: jeanbarolet@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom It May Concern:

Please do not consider the alternate route through the San Fernando Valley. That route will cost 10 times as much as the original route and will not even service the tens of thousands of daily commuters from Santa Clarita. It also would affect water resources and natural springs, which can be critical in this time of severe drought.

In addition, the route would cross several active earthquake fault systems, ruin a recreation area used by thousands of LA residents, degrade an environment that is home to several endangered species, ruin the quality of life in several unique LA neighborhoods and threaten the tax dollars poured into the local economy by the equestrian economy that thrives here.

Please go back to the original route.

Thank you,

Jean Barolet Sunland, CA

EIR/EIS Comment: Yes

Submission I048 (Jean Barolet, August 28, 2014) - Continued

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1049 (David Barron, August 14, 2014)

A .	Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAMES DAVID E	BARRON	DATE: 8-14-2014
MEETING LOCATION LAKE VIEW		T North of Cource
ADDRESS: 10110 SAMOA &	AVE EMAIL EN DAVID 257	PHONE: 818 5054
CITY TUJUNGA	STATE: CA	219:91042
WOULD YOU LIKE TO BE ADDED TO OUR MAILING		PALMUALE TO BURBANK BURBANK TO LOS ANGELES
FLUDED FLUDED ALEXT PRIORITY PREJENT Illegal WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT TO NAISE + halk Expond & HIRLE	ALIENS FROM U ALLES BECTLEVEL ENVIRONMENTAL DOCUMENT TO A DRAGIT MAGIN	DDRESSIALLOCAL BUSINESS

Submission 1050 (Jorge and Margaret Bartlett, August 27, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc/CHSRA Chairman, Dan Richard



Submission I050 (Jorge and Margaret Bartlett, August 27, 2014) - Continued

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

U.S. Department

of Transportation Federal Railroad

The hope of our community depends on it.

Snœrely.

Oc: CHSRA Chairman, Dan Richard

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Submission I050 (Jorge and Margaret Bartlett, August 27, 2014) - Continued



Submission I051 (Carole Bartolotto, Kaiser Permanente, August 28, 2014)

Palmdale - Burbank - RECORD #567 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Carole Last Name: Bartolotto Professional Title:

Senior Consultant Business/Organization: Kaiser Permanente

Address: Apt./Suite No.:

City: State: CA

00000 Zip Code:

Telephone: (626) 381-7034 x 331 Email: Carole.A.Bartolotto@kp.org

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Hi,

I wanted to let you know that I do not want the bullet train going through or near my area, Kagel Canyon, which is behind hanson dam. I moved to the area for peace and quiet and a bullet train would ruin both. Please, PLEASE stick with your original plan of going along the freeway systems. Thank you.

Best, Carole

Carole Bartolotto, MA, RD Senior Consultant Kaiser Permanente Regional Health Education (626) 381-7034 tie line 331 (626) 381-7871

"As a society, the United States spends billions on chronic disease treatment and interventions for risk factors. Although these are useful and important, a fraction of that investment to promote healthful lifestyles for primary prevention among individuals at all ages would

yield greater benefit."
Diet, Lifestyle, and Longevity-The Next Steps? E. Rimm, M. Stampfer, JAMA,

Sept 22/29, 2004

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saving them. Thank you.

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1052 (Carlo Basail, August 17, 2014)

Palmdale - Burbank - RECORD #123 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: Nο Submission Date: 8/17/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Carlo Last Name: Basail

Professional Title: **Business/Organization:**

Address: 33154 Agua Dulce Canyon Road,

Apt./Suite No.:

City: Agua Dulce State: CA 91390 Zip Code: Telephone: 661.268.8116

Email: carlobasail@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: To California High Speed Rail Authority

Palmdale to Burbank Section

Scoping Comment card Meeting attended: Scoping meeting at Acton Library, Monday

August 11th, 2014
Affiliation: concerned citizen and local homeowner

Name: Carlo Basail DATE: August 17th, 2014

Mailing Address: 33154 Agua Dulce Canyon Road, Agua Dulce, CA91390

Contact phone #: 661.268.8116

Issues that need addressing: the current alignment from Palmdale to

Burbank would destroy Acton, Agua
Dulce, Newhall, and the Newhall Pass area into Sylmar.
PHYSICAL FOOTPRINT:

 Although the bullet train track will only be 150' wide, real life construction in our seismically active area will demand greater width and depth of construction.

The construction lot and work areas will impact

and take over most of the open land in Acton today, disrupt the higher traffic for years, and close down the middle and senior high schools. It will also cut the community of Acton in half.

Laser straight rail tracks are necessary to

ensure high speed travel. This involves huge compromises and concessions

land use that have not been brought up, or discussed, much less planned for. WATER POLLUTION AND DIVERSION; The Palmdale to Burbank construction will not

only demand the use of hundreds of billions of gallons of water to mitigate dust, but will also affect the local ground water supplies that feed the thousand of homeowner and business wells. The train grade construction will demand the highest degree of soil compaction, ground water diversion, and rainwater and creek realignments. SOIL SUBSIDENCE;

Our ground is soft. Almost all the low-lying hills and valleys that are in the proposed train corridor have problems in the

rainy season because the ground is soft sandstone and loose rock.

One must not forget the inherent problems encountered in the late 60's/early 70's during the road construction programs in building Highway 14. Entire neighborhoods such as the Princessa tract in Newhall lost their underground utilities such as water and electrical service from the nearby grading. Then there was the natural gas fire and explosion

occurred while Lockheed Shipbuilding and Construction was building an

foot diameter water tunnel for Metropolitan Water District in June 1971. Seventeen

people died on June 24, 1971

The present day train right of way and tunneling from Palmdale to Sylmar follows the course of the Santa Clara River, passes many curves, many soft hillsides which have precluded the expansion in

than 100 years.NOISE POLLUTION:

Sound. ..Lots of it. The decibel count of a passing streamlined train in Europe @186mph(300Kph) to a standing bystander in

an open area is DEAFENING. Now imagine that sound and the wind blast as

irritating frequent occurance in the quiet rural communities along the pathway.

High sound levels and great wind movement will
accompany every proposed high speed train as it travels at 220mph from Palmdale

to Burbank, crossing from hilly, mountainous terrain with curves, tunnels, and highways into the more urbanized, densely populated San Fernando Valley. Then there are the two issues that have NOT been properly RIDERSHIP;

A 2010 academic review of the High Speed Rail
Authority's proposal was NEGATIVE.

Ridership was greatly exaggerated to benefit the
HSR's sales job to the Federal government and to local authorities. It was
based on biased polling.

The sample of polling on long distance travel
was not sufficiently representative because it weighed heavily in favor of

present day train travelers. And the statistical method ro readjust has proven

Statistical models of ridership were valid for local intra district ridership numbers, not for longer distance interregional ridership, thereby exaggerating the importance and need of frequent service.

Observed date was not used for restrictions, only the Authority experts' professional opinions were used. FUNDING;

The proposition that created the bond demanded true high speed rail travel (220MPH) in excess of regularly engineered high speed train travel (186MPH). There is no proof or any step by step plan proposed

that will show how the HSR will meet its political promise along with its building itself to deliver many passengers from Southern to Northern

in three hours. When will the track be built?, how many landowner s will be moved or vacated? Who and where will the proposed train be built? Will it be diesel power (and therefore slow) for the immediate future? Where and at what

cost will the electrical power come from to propel such a massive machine at 220MPH?

It has met a challenge recently. But Supreme Court in California will weigh in next. And the state voters can counter with new initiatives to kill the HSR.

State funding of the proposed \$100B plus project comes from 'cap and trade' funding that has been diverted to this one project by executive fiat. Legislative and judicial reviews might reverse that quickly. And there is no federal money in sight to match

Submission I052 (Carlo Basail, August 17, 2014) - Continued

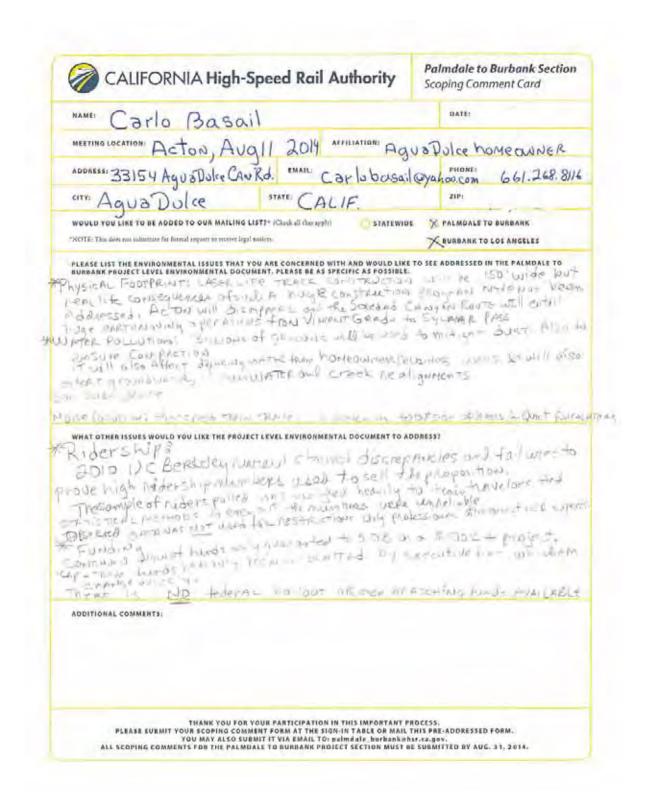
any funds which the state might commit.

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

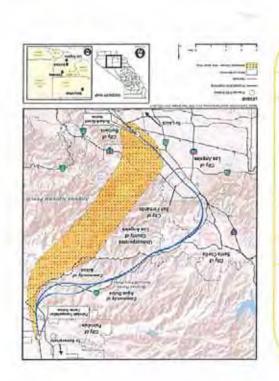
General Viewpoint on Project :

Submission 1053 (Carlo Basail, August 27, 2014)





Submission 1053 (Carlo Basail, August 27, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angelea, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:







Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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Submission 1054 (Steven L. Baughman, August 19, 2014)

	h-Speed Rail A	uthority	Burbank to Los Angeles Section Scoping Comment Card
NAME: Steven L Baugh	man		DATE aug 18 , 2014
MEETING LOCATION: Union Stati		FILIATION:	
ADDRESS: 504 W AV37	EMAIL:		PHONE
city: Los Angeles	STATE: CA		zir: 90065
WOULD YOU LIKE TO SE ADDED TO OUR MAIL		STATEWIDE	BURBANK TO LOS ANGELES PALMDALE TO BURBANK
I favor tunneling un area peretalization to Gregineers			
at Union Station the current sailyand connectivity with	Respenge the blog Lesping the blog I station area corrent Metrol	in speed of information	onesse station within ortant to maximize way and light rail.
ADDITIONAL COMMENTS:			



Submission 1055 (Steven L. Baughman, August 19, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Steven L Brughman	DATE: aug 18, 2019
MEETING LOCATION: Union Station Los Angeles AFFILIATION:	0. 1
ADDRESS: 504 W AV 37	PHONE
CHY: LOS Angeles STATE CA	zip: 90065
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST!* (Check all than apply) OTE: This does not substitute for formal request to receive legal muliers.	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
the route would be shorter saving tra	
ADDITIONAL COMMENTS:	



Submission 1056 (Darwin Bayerkohler, September 2, 2014)



Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

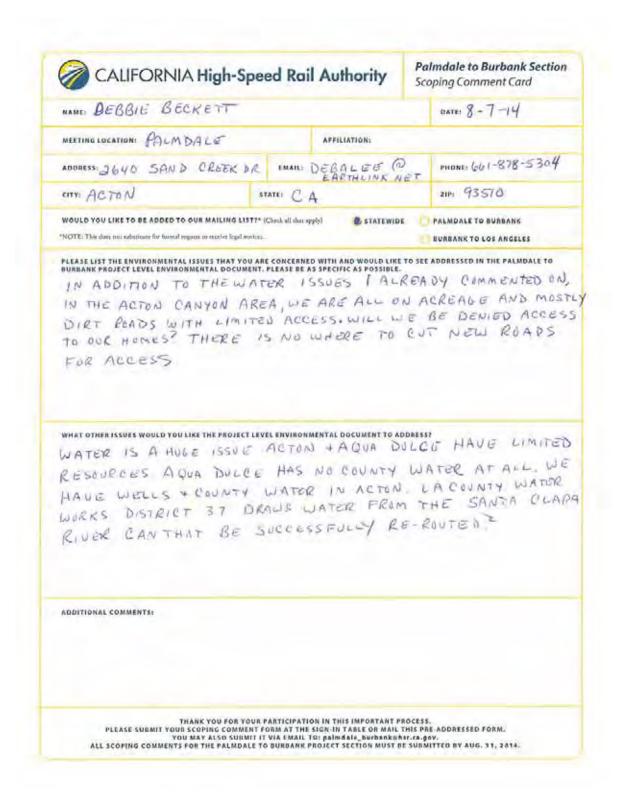
P.S. This letter is way too polite to express my feelings to your westiful sponding!
Place pass my sextendent to my dist



Submission 1056 (Darwin Bayerkohler, September 2, 2014) - Continued

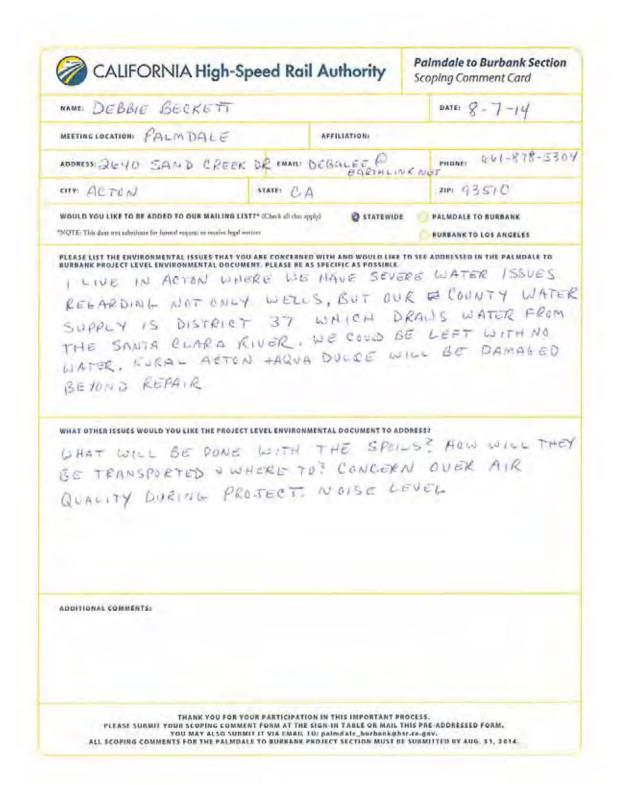


Submission 1057 (Debbie Beckett, August 7, 2014)





Submission 1058 (Debbie Beckett, August 7, 2014)





Submission 1059 (Patricia Beckmann, August 28, 2014)

Palmdale - Burbank - RECORD #575 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Patricia Last Name: Beckmann

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Kagel Canyon

 State :
 CA

 Zip Code :
 00000

 Telephone :
 818-726-6557

Email: bunsellapb@yahoo.com

Cell Phone :

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: Hello,

I live in Kagel Canyon. We built a house along the Angeles Forest. It is a major investment in the future of our child. We built very conservatively using environmentally friendly methods and planted a great deal of vegetation. We rescue wildlife and provide habitat for birds to offset living here.

The alternative Corridor represents a lost quality-of-life in this area. Much wildlife is already threatened by the neighborhoods that exist here. Coyote and other natural wildlife are already acting out. We are doing our best to enrich their habitat with what remains.

If this alternative route moves forward we will need to organize and fight it. I rather not spend my time this way but I am devoted to protecting this area. Kagel Canyon is very active.

I would be very happy to help your offices to lead in enrichment for the wildlife community, but I advocate against this type of development in this area.

thank you

Dr. Patricia Beckmann Wells

818 726 6557

Sent from my iPhone

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:

Submission 1060 (Margie Beeson, August 19, 2014)

Palmdale - Burbank - RECORD #224 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date: 8/19/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Margie Last Name: Beeson

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000 Telephone: 818.694.9266

Email: margie_beeson@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: 1. I do not agree with the Alternative route.

Why would the High Speed Rail track choose to go through a mountain when there is already an existing defined railroad track along the 14 Freeway and the 5 Freeway into Burbank?

- 2. The existing railroad path already experience Noise and Vibration from trains so if the HFR mustbe built build it at teh proposed location that already has the path purchased.
- 3. The existing proposed path along the existing Railway is already set. Already has the impacts of a railway. Why consider taking this HFR into an area that is Open Spaces and would be negatively impacted the area with a construction project of this magnitude?
- 4. If the Alternative location is actually an alternative there will be Biological impacts, Enviormental impacts, Wetland impacts, Cultural impacts, Endanger Species impacts, Geological impacts, and Hydrology impacts besides a community that is highly motivated to keep the area Open Spaces of Low impact which a High Speed Railway would not work within.

I do not agree with the High Speed Rail and the cost. I do not agree with the Alternate Plan.

Margie Beeson 818-694-9266

Yes

EIR/EIS Comment: Need PI response: Yes- Standard Response

General Viewpoint on Project : In Opposition to CAHSR Project, In Support of SR 14, In Opposition to

Alternative Corridor

Submission 1061 (Gregory Benedict, August 31, 2014)

August 31, 2014

Mr. Jeff Morales, C.E.O. California High-Speed Rail 770 'L' Street - Suite 800 Sacramento, CA 95814

Dear Mr. Morales,

I am writing to voice my opposition to the High-Speed Rail project. I initially voted 'yes' when the cost was much less and the proposed route was along the I-5 corridor in the San Joaquin Valley. But that vote was before we learned about the precarious condition of our State's finances, and before the cost estimates of the rail project soared.

Point-of-fact, I believe today's \$65 billion cost estimate is a myth, especially when you compare it to other state projects: The new Bay Bridge was supposed to cost a billion dollars, but it grew to over \$6 billion, and took 25 years instead of five years to complete. The Bay Bridge is just one structure and it's only a few miles in length.

Compare that to the hundreds of miles of track that will require scores of tunnels and bridges and easements and environmental reviews. It's a litigator's dream and a taxpayer's nightmare. The projected ridership does not justify the expense, nor will it cover the operating costs.

There are infrastructure needs all over this state that deserve a much higher priority than high-speed rail - a concept that will be outdated technology before it is even finished.

This state is broken, and we can't afford a vanity project that benefits only a few special interests. High-Speed Rail from LA to SF is a waste of public resources. Please cancel this project, and invest our hard-earned tax dollars in ways that will better serve the greater long-term public good.

Thank you.

Greg Benedict
17630 Arvida Dr.

Granada Hills, CA 91344



Submission I061 (Gregory Benedict, August 31, 2014) - Continued





MR. JEFF MORALES, C.E.O. CALIFORNIA HIGH-SPEED RAIL 770 L STREET - SUITE 800' SACRAMENTO, CA 95814

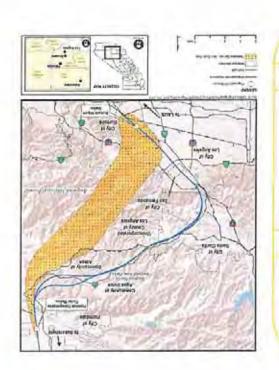
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Submission 1062 (Michelle Benitez, August 14, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Michelle BENITEZ	DATE: 8-7-14
MEETING LOCATION: PALMDALE AFFILIATION:	SWHER RESIDENTIAL
ADDRESS: 14653 DEEREGANT DR EMAIL:	PHONE: 965-4436
CHY LAKE HUGHES STATES CA	211: 93532
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST!* (Checkell thin upply) *NESTE: Thu does not substitute for formal response to secree legal equices	RURBANK TO LOS ANGELES
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Submission 1062 (Michelle Benitez, August 14, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

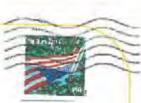
Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



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Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303

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Submission 1063 (Lynn Bennett, August 11, 2014)

CALII OKI IIA I IIGII OP	eed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: LYNN BENNETT		DATE: 8/11/14
MEETING LOCATION ACTON	AFFICIATION:	
ADDRESS: 6760 RANCH DS SR.	EMAIL CABINET MASTERS	44 @ PHONE: 8/8) 262-358
entre ACTON	STATE: CA-	XIP. 93510
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U.S. Department of Transportation Federal Railroad Administration

Submission 1063 (Lynn Bennett, August 11, 2014) - Continued

Comments from Lynn Bennett

Recorded by Karl Fielding at August 11, 2014 scoping meeting at Acton/Aqua Duice Library:

Have any of you considered the detrimental effect this project could have, drilling near three earthquake faults including the San Andreas and the possibility to trigger a major earthquake? What about the safety of people if an earthquake happens while a train is in a tunnel?

This project is insane and irresponsible with no money to complete the work. Use of cap and trade funds for high-speed rail is illegal. Instead we need super scooper airplanes located permanently in California to light fires, also more police and firemen, bigger and better schools.



Submission 1064 (Michael G. Bernards, August 25, 2014)

Palmdale - Burbank - RECORD #652 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/25/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Jan

Last Name: Cunningham

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: janandskip@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

----Original Message-----

From: Jan & Skip Cunningham [mailto:janandskip@earthlink.net] Sent: Sunday, August 24, 2014 11:28 AM To: 'palmdale_burbank@hsr.ca.gov'

Subject: FW: Palmdale to Burbank Section EIR / EIS

----Original Message----From: Jan & Skip Cunningham [mailto:janandskip@earthlink.net] Sent: Saturday, August 23, 2014 11:16 AM To: 'palmdale_burbank@hsr.ca.gov' Subject: FW: Palmdale to Burbank Section EIR / EIS

----Original Message----From: Jan & Skip Cunningham [mailto:janandskip@earthlink.net] Sent: Saturday, August 23, 2014 11:08 AM To: 'palmdale-burbank@hsr.ca.gov'

Subject: Palmdale to Burbank Section EIR / EIS

Dear Mr. McLoughlin,

I'm sending this email in OPPOSITION to the above-ground alignment of the Palmdale to Burbank section of the proposed high-speed rail.

As I am a Sand Canyon resident, the preferred alignment is going directly from Burbank to Palmdale, and bypassing the Santa Clarita Valley all

Of the two alignments being considered through the Santa Clarita Valley, the tunnel extension alignment causes considerably less damage to our community.

Submission 1064 (Michael G. Bernards, August 25, 2014) - Continued

The above ground alignment would be disastrous to us. The results would be

irreparable.

It is way too close to two elementary schools, putting 1000 children in danger, and creating noise which would very negatively impact the ability of our children to learn in the classroom and play on the yard. It eliminates a community church and eliminates homes, which displaces families, and will destroy our neighborhood.

The noise impacts would be intolerable and the visual impacts unsightly. In

addition, it would eliminate a job center which has been approved for our community.

I would respectfully request that the Santa Clarita Valley is bypassed entirely. If that option is not chosen, please at least take into consideration the welfare of the residents of our valley, and adopt the tunnel alignment.

Thank you, Michael G. Bernards

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1065 (Susan Besch, August 27, 2014)

Palmdale - Burbank - RECORD #272 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο 8/27/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Susan Last Name: Besch

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: sue.besch5@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014 Jeff Morales Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14

northern Los Angeles County. Whatever one thinks of the project as a whole,

this portion as planned hurts our communities between Burbank and Palmdale. The

proposed route would

negatively impacts schools, churches and residential dwellings. The proposal

has already

triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally

planned route as a

way to reset the discussion and stop the disruption of the real estate markets

communities. I believe if the Authority was to do that, a more meaningful and

promising debate

could begin in those communities as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the

Palmdale station

and the Burbank station that would provide a more direct, faster, less costly,

environmentally friendly and less community-intrusive route between the

Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Submission I065 (Susan Besch, August 27, 2014) - Continued

Susan Besch

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission 1066 (Mary Beth, August 28, 2014)

Palmdale - Burbank - RECORD #543 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email

First Name: Mary Last Name: Beth

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Sylmar State: CA Zip Code: 00000

Telephone:

Email: mbdehamer@yahoo.com

Cell Phone:

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: Hello,

I am writing to express my concern regarding the bullet train alternative route being considered between Burbank and Palmdale.

While I support the idea of the bullet train in general, it is completely ridiculous and costly (in both a financial and environmental sense) to consider tunneling through the San Gabriel mountains.

Please know that just as many folks will be protesting this idea as those who are concerned in Acton, Agua Dulce, etc. Neither community will be happy. Please just do what makes sense: the route that spares our NATIONAL FOREST and the TAXPAYER MONEY.

Federal Railroad

Thank you,

Mary Beth & Ben James

Sylmar, CA

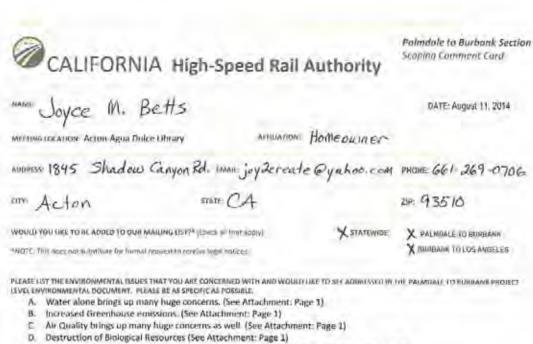
EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project : Support CAHSR Project, Do not prefer Alternative Corridor

Form Letter:

Submission 1067 (Joyce M. Betts, August 19, 2014)



- E. Increased Transportation, Traffic Congestion, and Road Closures (See Attachment, Page 2)
- F. Decreased or interrupted Public Services and Emergency Response (See Attachment: Page 2)
- G. Negative Effects on Population Growth and House Values (See Attachment) Page 2 and 3)
- H Negative Economic and Social Impacts, Environmental Justice (Blighting) (See Attachment: Page 3)
- 1. Destruction of Agricultural Resources (See Attachment: Page 3 and 4)
- J. Destruction of Historic and Cultural Resources (See Attachment: Page 4)
- K. Increased Vibration and Noise (See Attachment: Page 4)
- Negative Effects on Geology, Soils and Earthquake Faults (See Attachment: Page 4)

WHAT OTHER HISTES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO AUGUSTS

- A. Cost overrum and funding
 - 1. The voters approved a bond measure for approximately \$8.5 Billion. I've read estimates that the actual cost will be more than ten times that amount. How will the HSRA be funded? We were told Cap & Trade Funding would cover \$2.3 Million per year, but that barely scratches the surface of total cost. In addition, is it even legal to use this type of funding for an ongoing project? We were told Foreign Investors would fund the remaining Stillions. Which foreign investors want to invest in a business that must be continuously subsidized by the Federal Government because the ridership will never recoup the cost of operation, let alone the cost to build it? Will the HSRA give the public access to the actual owners of the HSTA system?
 - 2 California already has one of the highest rax rates in the country. How will the high cost of HST system affect California taxpayers?

ADDITIONAL COMMENTS: What measures are being taken to prevent terrorist attacks on the 800 miles of open track? To the overpasses, underpasses, funnels, and HST Stations? And to the trains themselves? What safeguards are there to prevent someone from sabotaging the train in some way, causing a high speed denailment and subsequent injuries and deaths? Since 9/11, the whole world has adapted to lengthy security measures to ride an airplane, but airplanes are less easily sabotaged when in the sky. Trains are vulnerable at all times of operation.

THANK YOU FOR YOUR WARTICIPATION IN THIS IMPORTANT PROCESS.

YOUAS, SUBMITY YOUR SCOPENG CHAMICKET FORM AT THE MOHIN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA THAN TO, primiting burkenhallers, early.

ALL SCOPING COMMITMES HER PRIMORE TO INJURANCE PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.



Attachment: Page 1 of 4

List of Environmental Concerns

- A. Water alone brings up many huge concerns. California has already been in a severe drought for over 3 years and most of Acton's water comes from wells. The Santa Clara River Bed is the last remaining clean water source in California, and it lies directly under the route from Palmdale to Burbank.
 - 1. How will HSRA prevent polluting this crucial water supply? What will protect the water supply from pollution in the event of tunneling through an aquifer? How will the HSRA compensate everyone who is affected in the event that their water supply is destroyed by pollution or depletion?
 - 2. How will the HRSA fulfill the requirements of the Clean Water Act?
 - Most of Acton depends on well water. How will residents be compensated for wells that are damaged or permanently depleted?
 - Will the HSRA use District 37 water during construction? How will the HSRA address depletion of the District 37 water supply?
 - 5. How will HSRA address the depletion of water to all of California due to projected population growth the HSR will encourage?
 - 6. How will the HSRA prevent fracturing of the Blue Line?
 - 7. How will the HSRA prevent disruption to hydrological patterns? There are several faults in the area between Palmdale and Burbank. Changing water levels has been proven to cause earthquakes in other areas. How will the HSRA compensate everyone in So. California who is affected by a major earthquake that is caused by changes in hydrological patterns?
 - Will the HSRA monitor water contamination from trenching, drilling, and boring? Will the results of water samples be released to the public on request?
- B. Increased Greenhouse emissions.
 - How will the HSRA prevent increases in diesel fumes and CO2 emissions during construction? Large, land-moving equipment and vehicles run on diesel fuel. Properties surrounding the work sites will certainly be affected.
 - 2. How does the HSRA Intend to handle exposure AFTER completion?
- C. Air Quality brings up many huge concerns as well. My daughter and I have asthma that is triggered by pollution and dust. We moved from the South Bay to Acton BECAUSE the air is cleaner and we have noticed a significant reduction in asthma since moving to Acton.
 - How will the HSRA prevent and ensure the air quality remains the same during and after construction? Will they test air quality before, during, and after the Rail is built and take responsibility for any noted degradation in air quality? How will the HSRA compensate people who become ill during or after construction of the HST?
 - How will the HSRA address the potential of releasing Valley Fever spores into the air due to tunneling? How will they compensate people who become ill or die from Valley Fever?
- D. Destruction of Biological Resources
 - Acton is a migratory route for many birds, and a variety of rare or endangered wildlife live in this very sensitive high desert region. How will the HSRA prevent affecting the already decreasing habitat of the following: California Quail, Horned Toads, Kangaroo Rats,

Page 1 of 4





Attachment: Page 2 of 4

- Roadrunners, Red legged frogs, coyotes, bobcats, deer, the California Condor, tarantulas, unarmored three-spine stickleback, Santa Ana Sucker, and the two-striped garter snake?
- How will HSRA, improve the declining habitat of these animals by promoting population growth in California?
- 3. How will the HSRA preserve the Wildlife viewing area at the Soledad Campground?
- 4. How will the HSRA preserve the exotic feline rescue, Shambala Preserve? Shambala humanely houses lions, tigers, panthers, and other wild cats. The land where Shambala Preserve resides is uniquely suited to this dangerous purpose because it is situated in a valley, away from major residential areas, and there are plenty of trees providing necessary shade for the big cats. And, the Santa Clara river runs through the property.
- E. Increased Transportation, Traffic Congestion, and Road Closures.
 - There are currently no traffic signals in Acton, due to our preferred rural lifestyle. The HST
 will increase traffic through our area. How will the HSRA compensate for increased traffic
 delays, and congestion and pollution it brings to our rural town?
 - How will HSRA address the temporary or permanent road closures due to the construction and operation of the HST?
 - 3. In the event of a road closure, what will be done so homeowners and emergency personnel will still be connected?
 - 4. Sierra Highway, Soledad Canyon, and Angeles Forest Highway are commuter roadways through Acton, in addition to the 14 fwy. How will the HSRA compensate for traffic impacts and the increased wear and tear due to construction vehicles using these roads?
 - 5. The SR14 and SR14 East alignments would limit or block access to two (2) schools in our area during construction and final operation of the HST. (High Desert Middle School and Vasquez High School.) How will the HSRA compensate the community for blocked access to these schools? How will the HSRA address emergency access to the schools in the event of a road closure?
- F. Decreased or interrupted Public Services and Emergency Response
 - How will disruption in water, electricity, natural gas, or waste disposal be addressed and compensated?
 - 2. Our nearest Sheriff station and hospital is 20 miles north of Acton and the Fire station is at the north edge of town. How will the HSRA address hindrance in emergency response of these services during road closures?
 - 3. Will HSRA provide additional emergency response services during times of road closures?
 - 4. What protection and services will the HSRA make available during earthquakes, derailment, floods, or other disasters?
- G. Negative Effects on Population Growth and House Values
 - The construction of the HST will create negative impacts to Acton that will permanently destroy the community. The intrusion of this urban structure bisecting the town violates the Acton Community Standards and the County's AV General Plan for rural areas. How will the HSRA solve this?
 - The HST will have a negative impact on house values in the whole town, not just areas on or near the proposed alignments. The HST will close several roads, prevent access through

Page 2 of 4



Attachment: Page 3 of 4

- town, it will block precious mountain views, and if the alignment passes next to our Junior High and High School, it will destroy our school system, thereby killing our entire town. Who wants to send their kids to school next to the noise equivalent to an airport?
- 3. We own 2 homes in Acton. Both are horse properties with acreage. The HST is already affecting our ability to sell one of our homes because that home is located on the SR14 East proposed alignment. We want to sell the home to our renters. They wanted to buy our 2.5 acre home with horse facilities. But no one wants to inherit the potential seizure (by eminent domain) of the property for the HST in the next couple of years. So now we're stuck with a home we cannot sell, thanks to the HST proposed alignment. The HSRA just announced the study area (slug) for a new alignment, and the home we live in is located within that new study area. We will be negatively impacted twice by the HST coming through Acton. How will the HSRA compensate all the homeowners and local businesses in Acton for decreases in property values, degradation of local schools, and the blight that comes with a dying town?
- 4. The Acton Community Standards were set up many years ago to maintain the rural nature of Acton. This is an equestrian community. There are very few places in Sothern California where people can keep horses on their property and ride their horses directly from their property onto local riding trails. Acton's library is the ONLY library in California that has an enclosure and hitching post for horses. How will the HSRA maintain the rural, equestrian nature of Acton by blasting jet-like high speed trains through the middle of the town? How can the HSRA mitigate the potential closure of one of the last rural communities remaining in Southern California?
- 5. Most homes in Acton have pristine views of the mountains. Many homes have views that overlook valleys as well. Any HST alignment running through the middle of Acton will permanently block pristine views of surrounding mountains and valleys. How can the HSRA mitigate or compensate homeowners for destruction/obstruction of their property's beautiful country view?
- H. Negative Economic and Social Impacts, Environmental Justice (Blighting)
 - The 2 proposed alignments and the new study area of the HST will divide and displace Acton
 wherever the HST comes above ground. Yet tunneling may deplete or poison the water
 supply, which supplies additional communities besides Acton. The HST will not provide ANY
 benefit to Acton. Whether it goes through above ground or below Acton, it will destroy the
 unique, rural town forever.
 - The HSRA has not conducted a baseline study of property values prior to the assignment of a route. Why not?
 - The HST will cause a trickle effect in loss of income to Acton businesses, realtors, contractors, developers, teachers (when the schools close) and homeowners.
- I. Destruction of Agricultural Resources
 - The majority of Acton is currently zoned as Agricultural. How will the HSRA compensate for zoning conflicts or Williamson Act contract conflicts?

Page 3 of 4



Attachment: Page 4 of 4

- How will the HSRA compensate local farmers, horse breeders, dog kennel owners, and animal rescues that will be affected or forced to move by the HST?
- J. Destruction of Historic and Cultural Resources
 - 1. Acton is home to Blum Ranch, which is an historic farm.
 - Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active.
 - There are also known Indian artifacts and historical burial sites of Native American Indians in the area of the Soledad Canyon Corridor. There are also paleontological fossil resources scattered throughout Acton.
 - 4. How will all these Historic and Cultural resources be protected?
- K. Increased Vibration and Noise
 - Dynamic stress from vibrations can accelerate the development of structural damage to buildings. How will HSRA certify the structural integrity of all impacted and surrounding areas prior to construction?
 - 2. How will the HSRA monitor structures over time and how will the HSRA compensate for damages due to vibration and accelerated aging?
 - 3. People and animals are all adversely affected by stress from vibration and noise. How will the HSRA compensate for the negative effects of stress due to the startle affects of sudden vibrations caused by blasting, tunneling, and operation of the HST?
 - 4. How will the HSRA mitigate the 85+ decibel jet airplane-like noise to property owners next to or near the alignment? How will the HSRA mitigate the jet airplane-like sounds from echoing through the canyons and valleys as each HST passes? How will the HSRA mitigate the noise as the trains run right next to our schools?
- L Negative Effects on Geology, Soils and Earthquake Faults
 - The State of California recognizes the Acton Quadrangle as an official seismic hazard zone.
 Liquefaction and/or landslides are highly likely in the event of an earthquake of magnitude
 5.5 or greater. How will the HSRA ensure public safety in the event of an earthquake or
 landslide triggered by water depletion, vibration, or tunneling?
 - Will the HSRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public on request?

Page 4 of 4

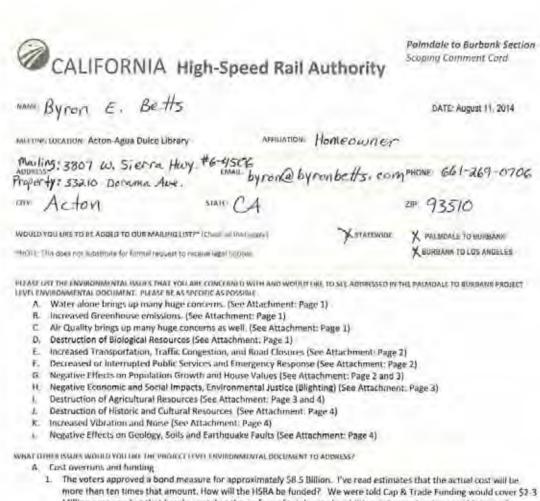


Submission 1067 (Joyce M. Betts, August 19, 2014)





Submission 1068 (Byron E. Betts, August 19, 2014)



- 1. The voters approved a bond measure for approximately S8.5 Billion. I've read estimates that the actual cost will be more than ten times that amount. How will the HSRA be funded? We were told Cap & Trade Funding would cover \$2.3 Million per year, but that barely scratches the surface of total cost. In addition, is it even legal to use this type of funding for an ongoing project? We were told Foreign Investors would fund the remaining Stillions. Which foreign investors want to invest in a business that must be continuously subsidized by the Federal Government because the ridership will never recoup the cost of operation, let alone the cost to build it? Will the HSRA give the public access to the actual owners of the HST system?
- California already has one of the highest tax rates in the country. How will the high cost of HST system affect California taxpayers?

ADDITIONAL COMMENTS: What measures are being taken to prevent terrorist attacks on the 800 miles of open track? To the overpasses, underpasses, turnels, and HST Stations? And to the trains themselves? What safeguards are there to prevent someone from sabotaging the train in some way, causing a high spread detailment and subsequent injuries and deaths? Since 9/11, the whole world has adapted to lengthy security measures to ride an airplane, but airplanes are less easily sabotaged when in the sky. Trains are vulnerable at all times of operation.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH. IN TABLE OR MARK THIS PRIL ADDRESSED FORMS
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: Judindale burberia@far.ca gov
ALL YOURG COMMENTS FOR THE PALADOLE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014



Submission I068 (Byron E. Betts, August 19, 2014) - Continued

Attachment: Page 1 of 4

List of Environmental Concerns

- A. Water alone brings up many huge concerns. California has already been in a severe drought for over 3 years and most of Acton's water comes from wells. The Santa Clara River Bed is the last remaining clean water source in California, and it lies directly under the route from Palmdale to Burbank.
 - How will HSRA prevent polluting this crucial water supply? What will protect the water supply from pollution in the event of tunneling through an aquifer? How will the HSRA compensate everyone who is affected in the event that their water supply is destroyed by pollution or depletion?
 - 2. How will the HRSA fulfill the requirements of the Clean Water Act?
 - Most of Acton depends on well water. How will residents be compensated for wells that are damaged or permanently depleted?
 - Will the HSRA use District 37 water during construction? How will the HSRA address depletion of the District 37 water supply?
 - How will HSRA address the depletion of water to all of California due to projected population growth the HSR will encourage?
 - 6. How will the HSRA prevent fracturing of the Blue Line?
 - 7. How will the HSRA prevent disruption to hydrological patterns? There are several faults in the area between Palmdale and Burbank. Changing water levels has been proven to cause earthquakes in other areas. How will the HSRA compensate everyone in So. California who is affected by a major earthquake that is caused by changes in hydrological patterns?
 - 8: Will the HSRA monitor water contamination from trenching, drilling, and boring? Will the results of water samples be released to the public on request?

B. Increased Greenhouse emissions.

- How will the HSRA prevent increases in diesel fumes and CO2 emissions during construction? Large, land moving equipment and vehicles run on diesel fuel. Properties surrounding the work sites will certainly be affected.
- 2. How does the HSRA intend to handle exposure AFTER completion?
- C. Air Quality brings up many huge concerns as well. My daughter and I have asthma that is triggered by pollution and dust. We moved from the South Bay to Acton BECAUSE the air is cleaner and we have noticed a significant reduction in asthma since moving to Acton.
 - How will the HSRA prevent and ensure the air quality remains the same during and after construction? Will they test air quality before, during, and after the Rail is built and take responsibility for any noted degradation in air quality? How will the HSRA compensate people who become ill during or after construction of the HST?
 - How will the HSRA address the potential of releasing Valley Fever spores into the air due to tunneling? How will they compensate people who become Ill or die from Valley Fever?
- D. Destruction of Biological Resources
 - Acton is a migratory route for many birds, and a variety of rare or endangered wildlife live in this very sensitive high desert region. How will the HSRA prevent affecting the already decreasing habitat of the following: California Quail, Horned Toads, Kangaroo Rats,

Page 1 of 4



Attachment: Page 2 of 4

- Roadrunners, Red legged frogs, coyotes, bobcats, deer, the California Condor, tarantulas, unarmored three-spine stickleback, Santa Ana Sucker, and the two-striped garter snake?
- How will HSRA, Improve the declining habitat of these animals by promoting population growth in California?
- 3. How will the HSRA preserve the Wildlife viewing area at the Soledad Campground?
- 4. How will the HSRA preserve the exotic feline rescue, Shambala Preserve? Shambala humanely houses lions, tigers, panthers, and other wild cats. The land where Shambala Preserve resides is uniquely suited to this dangerous purpose because it is situated in a valley, away from major residential areas, and there are plenty of trees providing necessary shade for the big cats. And, the Santa Clara river runs through the property.
- E. Increased Transportation, Traffic Congestion, and Road Closures.
 - There are currently no traffic signals in Acton, due to our preferred rural lifestyle. The HST
 will increase traffic through our area. How will the HSRA compensate for increased traffic
 delays, and congestion and pollution it brings to our rural town?
 - How will HSRA address the temporary or permanent road closures due to the construction and operation of the HST?
 - In the event of a road closure, what will be done so homeowners and emergency personnel will still be connected?
 - 4. Sierra Highway, Soledad Canyon, and Angeles Forest Highway are commuter roadways through Acton, in addition to the 14 fwy. How will the HSRA compensate for traffic impacts and the increased wear and tear due to construction vehicles using these roads?
 - 5. The SR14 and SR14 East alignments would limit or block access to two (2) schools in our area during construction and final operation of the HST. (High Desert Middle School and Vasquez High School.) How will the HSRA compensate the community for blocked access to these schools? How will the HSRA address emergency access to the schools in the event of a road closure?
- F Decreased or interrupted Public Services and Emergency Response
 - How will disruption in water, electricity, natural gas, or waste disposal be addressed and compensated?
 - Our nearest Sheriff station and hospital is 20 miles north of Acton and the Fire station is at the north edge of town. How will the HSRA address hindrance in emergency response of these services during road closures?
 - 3. Will HSRA provide additional emergency response services during times of road closures?
 - 4. What protection and services will the HSRA make available during earthquakes, derailment, floods, or other disasters?
- G. Negative Effects on Population Growth and House Values
 - The construction of the HST will create negative impacts to Acton that will permanently
 destroy the community. The intrusion of this urban structure bisecting the town violates
 the Acton Community Standards and the County's AV General Plan for rural areas. How will
 the HSRA solve this?
 - The HST will have a negative impact on house values in the whole town, not just areas on or near the proposed alignments. The HST will close several roads, prevent access through

Page 2 of 4





Attachment: Page 3 of 4

- town, it will block precious mountain views, and if the alignment passes next to our Junior High and High School, it will destroy our school system, thereby killing our entire town. Who wants to send their kids to school next to the noise equivalent to an airport?
- 3. We own 2 homes in Acton. Both are horse properties with acreage. The HST is already affecting our ability to sell one of our homes because that home is located on the SR14 East proposed alignment. We want to sell the home to our renters. They wanted to buy our 2.5 acre home with horse facilities. But no one wants to inherit the potential seizure (by eminent domain) of the property for the HST in the next couple of years. So now we're stuck with a home we cannot sell, thanks to the HST proposed alignment. The HSRA just announced the study area (slug) for a new alignment, and the home we live in is located within that new study area. We will be negatively impacted twice by the HST coming through Acton. How will the HSRA compensate all the homeowners and local businesses in Acton for decreases in property values, degradation of local schools, and the blight that comes with a dying town?
- 4. The Acton Community Standards were set up many years ago to maintain the rural nature of Acton. This is an equestrian community. There are very few places in Sothern California where people can keep horses on their property and ride their horses directly from their property onto local riding trails. Acton's library is the ONLY library in California that has an enclosure and hitching post for horses. How will the HSRA maintain the rural, equestrian nature of Acton by blasting jet-like high speed trains through the middle of the town? How can the HSRA mittigate the potential closure of one of the last rural communities remaining in Southern California?
- 5. Most homes in Acton have pristine views of the mountains. Many homes have views that overlook valleys as well. Any HST alignment running through the middle of Acton will permanently block pristine views of surrounding mountains and valleys. How can the HSRA mitigate or compensate homeowners for destruction/obstruction of their property's beautiful country view?
- H. Negative Economic and Social Impacts, Environmental Justice (Blighting)
 - The 2 proposed alignments and the new study area of the HST will divide and displace Acton
 wherever the HST comes above ground. Yet tunneling may deplete or poison the water
 supply, which supplies additional communities besides Acton. The HST will not provide ANY
 benefit to Acton. Whether it goes through above ground or below Acton, it will destroy the
 unique, rural town forever.
 - The HSRA has not conducted a baseline study of property values prior to the assignment of a route. Why not?
 - The HST will cause a trickle effect in loss of income to Acton businesses, realtors, contractors, developers, teachers (when the schools close) and homeowners.
- I. Destruction of Agricultural Resources
 - The majority of Acton is currently zoned as Agricultural. How will the HSRA compensate for zoning conflicts or Williamson Act contract conflicts?

Page 3 of 4





Submission I068 (Byron E. Betts, August 19, 2014) - Continued

Attachment: Page 4 of 4

- How will the HSRA compensate local farmers, horse breeders, dog kennel owners, and animal rescues that will be affected or forced to move by the HST?
- J. Destruction of Historic and Cultural Resources
 - 1. Acton is home to Blum Ranch, which is an historic farm.
 - Governor Mine and Red Rover Mine are historic mines in Action. Mining operations are still active.
 - There are also known Indian artifacts and historical burial sites of Native American Indians in the area of the Soledad Canyon Corridor. There are also paleontological fossil resources scattered throughout Acton.
 - 4. How will all these Historic and Cultural resources be protected?
- K. Increased Vibration and Noise
 - 1. Dynamic stress from vibrations can accelerate the development of structural damage to buildings. How will HSRA certify the structural integrity of all impacted and surrounding areas prior to construction?
 - How will the HSRA monitor structures over time and how will the HSRA compensate for damages due to vibration and accelerated aging?
 - 3. People and animals are all adversely affected by stress from vibration and noise. How will the HSRA compensate for the negative effects of stress due to the startle affects of sudden vibrations caused by blasting, tunneling, and operation of the HST?
 - 4. How will the HSRA mitigate the 85+ decibel jet airplane-like noise to property owners next to or near the alignment? How will the HSRA mitigate the jet airplane-like sounds from echoing through the canyons and valleys as each HST passes? How will the HSRA mitigate the noise as the trains run right next to our schools?
- L. Negative Effects on Geology, Soils and Earthquake Faults
 - The State of California recognizes the Acton Quadrangle as an official seismic hazard zone.
 Liquefaction and/or landslides are highly likely in the event of an earthquake of magnitude.
 5.5 or greater. How will the HSRA ensure public safety in the event of an earthquake or landslide triggered by water depletion, vibration, or tunneling?
 - 2. Will the HSRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public on request?



Submission I068 (Byron E. Betts, August 19, 2014)





Submission 1069 (Cindy Betzer Pharis, August 29, 2014)

Palmdale - Burbank - RECORD #471 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Cindy

Last Name : Betzer Pharis

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: cindy@portraitsandart.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: August 28, 2014

Dear Highly Esteemed Official:

Thank you for reading my letter. I am very concerned about an alternate route for the high-speed train, where tunnels would have to be drilled and blasted through the San Gabriel Mountains, in the Angeles National Forest, instead of disturbing Michael Antonovich's communities. What an unbelievable cost, simply to avoid Michael Antonovich's communities.

What impact will this have on our wildlife? What type of safety issues are there, with an earthquake fault so close by? In the beginning, I thought this was simply preposterous, and now I'm discovering this is considered a viable path for the high-speed train.

Please put a stop to this outrageous solution for the high-speed train, and let Michael Antonovich accept that the most appropriate and financially effective solution is the path near and through some of his communities.

Again, thank you.

Sincerely,

Cindy Betzer Pharis

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1070 (Janet Bieber, August 24, 2014)

Palmdale - Burbank - RECORD #679 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/24/2014
Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email
First Name: Janet
Last Name: Bieber
Professional Title: Rabbi

Business/Organization:

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone:

Email: jbieber1155@aol.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To those who make decisions that will drastically affect our everyday lives.

Aside from the many aspects of aesthetics of our lives that will be not just affected but absolutely destroyed for posterity, there are concrete reasons that would absolutely bring eventual disaster to the train and the people who would be the unlucky riders at that time.

The route is slated to cross several earthquake faults that are connected to many other active faults. You and I both know that there will be an earthquake of great magnitude at some point.

The route proposed also has a history of huge flooding when conditions are right. In fact it is a recognized flood plane.

In addition there is the liquifacation or the tendency for the ground to become quicksand at times. It hardly needs to be said that unstable ground is not suitable for a project of this sort.

F.Y.I. Metrolink has made a study of this area and found it unsuitable to make the train route through the mountains as it would cost ten times the price to traverse them!

It is already understood that the natural resources, water, (natural springs), plants,

(including Slender horned Spine Flower and Santa Ana Sucker,) and wildlife will be compromised and destroyed.

One of the last beautiful areas that are available to Los Angelinos to hike, horseback ride and be in nature will be gone forever. Please don't destroy this little area of disappearing beauty we still have in our world.

With Heartfelt Sincerity,

Rabbi Janet Bieber

818.419.4497

Submission I070 (Janet Bieber, August 24, 2014) - Continued

Jewish Community & Learning Center of the Foothills Like us on Facebook! https://www.facebook.com/pages/Jewish-Community-Learning-Center-of-the-Foothills/151657044869455?ref=ts&fref=ts

www.jclcofthefoothills.com

EIR/EIS Comment: Yes

Submission 1071 (Carol Kay Bieile, September 10, 2014)

September 9th, 2014

Mark A. McLoughlin, Director of Environmental Services palmdale burbank@hsr.ca.gov (email)

ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority

Southern California Regional Office

700 N. Alameda, Room 3-532

Dear Mr. McLoughlin:

LA, CA 90012

Please help his keep our Unique

What Rural. We are a race spect

left weth over levowing all around wo.

High spead sail would destroy our

Neiflorlood,

We have so lettle natural environment

left - We cart loose any more
expecially when showy cardors allready

likes to we are a well aforeands.

Sincerely, Law Kay Breele

Name

Street Address

cc:

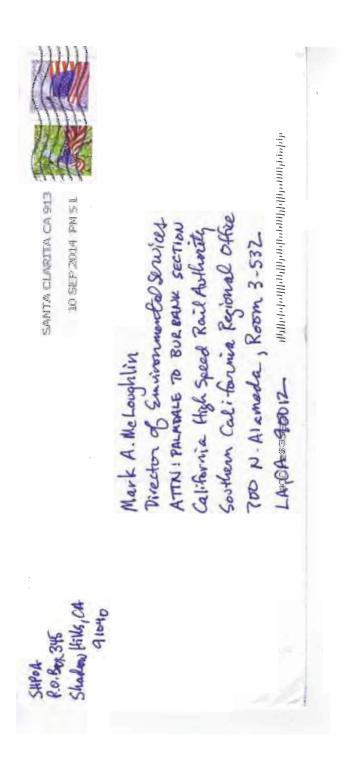
City, State ZIP Email address

felipe.fuentes@lacity.org
Claudia.rodriguez@lacity.org
Wesly.hernandez@lacity.org
Councilmember.martinez@lacity.org
fifthdistrict@lacbos.org
shpoa@shpoa.us
zev@bos.lacounty.gov

teresa.lamb@mail.house.gov

Paul.krekorian@lacity.org marcos.sanchez@asm.ca.gov tbell@lacbos.org mcano@lacbos.org raul.bocanegra@asm.ca.gov mayor.garcetti@lacity.org jim.dantona@lacity.org

Submission I071 (Carol Kay Bieile, September 10, 2014)





Submission 1072 (Kathy Bishop, Wm. S. Hart UHSD, August 20, 2014)

Palmdale - Burbank - RECORD #220 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date: 8/20/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Kathy Last Name: **Bishop**

Professional Title: Certified Personnel Business/Organization: Wm. S. Hart UHSD

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone: 661.259.0033 ext 278 Email: kbishop@hartdistrict.org

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr. McLoughlin,

I am writing this email to support the High Speed Rail alignment directly from Burbank to Palmdale, *bypassing the Santa Clarita Valley*. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment. I oppose the above ground alignment for the following reasons:

1) Too close to two schools, putting over 1,000 elementary school children in danger. Also, the sound will negatively impact learning in the

classroom. 2) Eliminates a community church. 3) Eliminates houses and negatively impacts neighborhoods. 4) Sound impacts would be negative for all residents throughout the East end of Santa Clarita. 5) Visual impacts would be negative for all residents throughout the East end of Santa Clarita. 6) Eliminates a job center approved for our community.

*I urge you to support the Burbank to Palmdale alignment, bypassing the

Santa Clarita Valley*.

Kathy Bishop Certificated Personnel Wm. S. Hart UHSD (661) 259-0033 Ext. 278 (661) 254-3467 - Fax kbishop@hartdistrict.org

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Support of Alternative Corridor

Submission 1073 (Dorothy Black, September 1, 2014)

Palmdale - Burbank - RECORD #350 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: No Submission Date : 9/1/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Dorothy Last Name : Black

Professional Title : Business/Organization :

Address: 11238 Osborne St.

Apt./Suite No. :

City: Lake View Terrace

 State :
 CA

 Zip Code :
 91342

Telephone :

Email: dot@lvthome.org

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

> To Whom It May Concern:

I oppose the Bullet Train going through the mountains. Why are you
 taking this through horse properties and the wash area? Hopefully,
 reconsider as it will wash away your efforts. The Palmdale route is

> already clearly defined.

> Dorothy Black > 11238 Osborne St.

> Lake View Terrace, CA 91342

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'Life isn't about how to survive the storm, but how to dance in the rain.' Dorothy Black

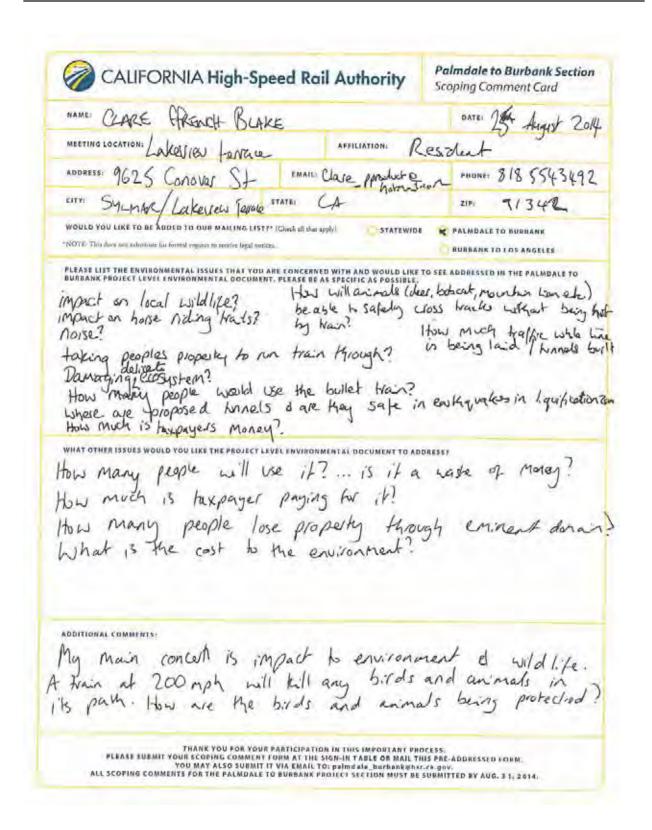
EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

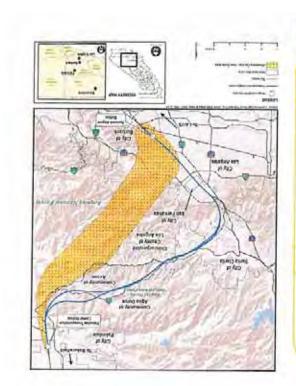
Form Letter:

Submission 1074 (Clare Blake, August 25, 2014)





Submission 1074 (Clare Blake, August 25, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the must be submitted by August 31, 2014. Please submit comments:



SMNTA-CLARITA CA 913 25 AUG 2014 PM 7 L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012935303





Submission 1075 (Kat Blake, August 29, 2014)

Palmdale - Burbank - RECORD #528 DETAIL

 Status :
 Pending

 Record Date :
 9/3/2014

 Response Requested :
 No

 Submission Date :
 8/29/2014

 Affiliation Type :
 Individual

 Interest As :
 Individual

 Submission Method :
 Project Email

First Name : Kat Last Name : Blake

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Kagel Canyon

 State :
 CA

 Zip Code :
 00000

 Telephone :
 818 599-2610

 Email :
 Katpiejno@aol.com

Cell Phone:

Email Subscription :

Add to Mailing List: No Stakeholder Comments/Issues:

As a constituent and property owner of this community I am voicing my opinion of the upcoming planned High Speed Bullet Train Rail from Palmdale

to

Burbank possibly near or under my area.

Not only is it unsafe geologically due to earthquake fault lines (San Andreas) that run directly in this area, a threat to species of wildlife deemed protected, also a concern to well water and the very water table we depend upon and our artisan creek which runs year round, but also our very lifestyle in this rural community.

I am vehemently against this preposterous idea and plan. I say no to

placing this rail in my community.

U.S. Department

of Transportation Federal Railroad

Kat Blake 818/599-2610 Kagel Canyon, CA

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1075 (Kat Blake, August 29, 2014) - Continued

Form Letter :

Submission 1076 (Martha Blessington-Padilla, September 5, 2014)

Palmdale - Burbank - RECORD #730 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/5/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Martha

Last Name: Blessington-Padilla

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: mortybp@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr. Mark McLoughlin:

I have been a resident of Shadow Hills in Sunland, Ca. since 1972 when my husband and I moved here as newly-weds. After rejecting several properties throughout the hilly communities of

Los Angeles for our new home, we chose Shadow Hills for its unique topography in the foothills of the San Gabriel and Verdugo Mountains, to the north and south respectively, and for its rustic

beauty and quiet, rural environment as a unique equestrian community:

"country living in the city"
as SHPOA, our Homeowners Association, states in its motto. As long as I have lived here, the Board of Directors of SHPOA has fought tirelessly and with dogged determination to protect and maintain this beautiful rural environment that all our residents cherish.

Now, we are faced with an unexpected and totally unreasonable

major threat to our community, residents, domestic animals, wildlife and the majestic mountains

and native habitat that define this area of the San Fernando Valley. This major threat is to

tunnel and bulldoze a

pathway across the San Gabriel Mountains, the Angeles National Forest, the Verdugo Mountains

and the communities where we have our homes from Palmdale to Burbank

I am appalled that the California High Speed Rail Authority and Supervisor Mike Antonovich

would even briefly entertain this idea.

As we have been informed by SHPOA, an original plan for this project following the

14FWY and 5FWY from Palmdale through Santa Clarita and Acton to San Fernando and on to

Burbank has already been carefully studied in all aspects. This route would follow an already

established corridor along the Freeways mentioned which certainly seems the most logical and easily accessible construction plan. Further, we

understand that Supervisor Antonovich then

Submission 1076 (Martha Blessington-Padilla, September 5, 2014) - Continued

and late in the process presented this alternate plan. However, though we are part of his

constituents, we did not know of this until the last minute. He had already considered the

opinions of the residents of Santa Clarita, Acton and communities along the original corridor,

but Shadow Hills, Lake View Terrace, Sunland, Sun Valley, La Tuna Canyon and Tujunga

were dénied this courtesy and fair democratic consideration to express our opinions.

Officers of SHPOA, Dave DePinto and William Eich, have presented a detailed letter to the Ca HSR Authority and other relevant officials citing 32 specific points to be seriously considered with emphasis on the Environmental Impact Report for the potentially affected areas which are significant issues for all Shadow Hills residents and which I concur with.

Having a graduate degree in Physical Anthropology and Archaeology as well as being a Registered Nurse, I can give my personal perspective on several of the points in which Mr. DePinto and Mr. Eich address the fault lines in the involved areas and the impact on Native American Tribes.

Firstly, in 1990, during a geology field trip, my professor took my class to an area of the San Andrea Fault just north of the San Gabriel Mountains and due north of Shadow Hills. Here, he encouraged each student to touch a fracture line. Needless to say, I was very impressed that this major area of tectonic activity is not that far from my home. This area of the San Andreas
Fault, a variety of strike/slip fault, runs from south east to north west where the margins of the Pacific Plate and North American Plate slip past each other. Los Angeles is on the Pacific Plate and slowly moving north. However, that's not all the story. Another long fault, the San Gabriel Fault runs from southeast to northwest following the couthers beyonder of the San Cabriel Mountains and Angeles Forcet when

fault, the San Gabriel Fault runs from southeast to northwest following the southern boundary of the San Gabriel Mountains and Angeles Forest where it joins the San Andreas Fault. Therefore, two major fault zones circumscribe the San Gabriel Mts. and Angeles National Forest. By contrast, the San Fernando Fault is much smaller. Does the Ca. HSR Authority really want to "tinker with" and possibly disturb nature to this degree?

Secondly Lam concerned for the cultural and

Secondly, I am concerned for the cultural and historical rights of the present Native American descendants of tribes in the area: the Siletz, Gabrieleno/Tongas, the Chumash, the Fernandeno/Tatavian, the Kitanemuk and the Serrano. These peoples are seeking to preserve their cultural dignity, to respect their sacred customs and to protect their tribal lands such as the mountain ranges and national forest mentioned above. Because of ARPA, the Archaeological Resources Protection Act, and NAGRA, the Native American Graves Protection and Repatriation Act (1990), these areas would require an archaeological assessment for any impact on the tribes involved.

Considering all the important points presented by the SHPOA Officers and the points I presented and joining with all the residents negatively impacted by this alternate corridor for the HSR, I implore you to follow logic and sound reasoning and discard the Palmdale to Burbank route across and through the San Gabriel Mountains and Angeles National Forest, through Shadow Hills and nearby communities to Burbank.

Thank you. Sincerely, Martha Blessington-Padilla, R.N., M.A.

mortybp@gmail.com

EIR/EIS Comment : Yes

Submission 1077 (Jacquie Bleth, August 29, 2014)

Palmdale - Burbank - RECORD #507 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jacquie Last Name: Bleth

Professional Title: **Business/Organization:**

Address: 10426 Ormond Street

Apt./Suite No.:

City: Shadow Hills

State: CA 91040 Zip Code: Telephone: 818-771-1053

Email: jacquie_bleth@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532

LA. CA 90012

Dear Mr. Mark A. McLoughlin,

I live in Shadow Hills and I oppose the Authority moving forward with the Palmdale to Burbank Alternative Corridor proposal through Shadow Hills. The many negative impacts completely outweigh any advantages. This project, no matter how it is accomplished, will have a negative impact on property values, cause damage to fragile wildlife, damage the unique lifestyle of this community, increase noise and pollution as well as erode the beauty and recreational value of the areas hiking and equestrian trails. I cannot see how this can possibly be completed without the community, the environment and the local businesses all being losers in this endeavor.

I am very angry that our community has not been given specific information about this proposal and that the high-speed rail plan is being pushed through by California leadership. The brochure we received and the scoping meetings provided very little information about what is being proposed. A realistic assessment of how such a major disruption to this area will impact the diverse wildlife and plant life, including the number of endangered, threatened and sensitive species of the Big Tujunga Wash, is required. We need real information about the route as well as a realistic study completed on the impact on traffic, the area homes and businesses and on the environment during and after construction.

There is one major road through Shadow Hills, Sunland Blvd. It is used by commuters using the 210 freeway to enter into the valley and is our ONLY way out from our home. How can this corridor be completed without having a significant impact on my family's and my neighbor's ability to get to work?

I do not believe this system is real solution to any of California's problems. As

Submission 1077 (Jacquie Bleth, August 29, 2014) - Continued

an LA resident all my life and as a commuter who has used the local light rail true solutions to LA's transportation needs. Out of the three public transportation commutes I took, only one was time effective - this was the one I took to downtown LA. Other routes, not direct and starting or ending at the downtown hub, are most often difficult due to the many transfers required to travel throughout LA. Even if a commuter can take a high-speed leg, these transfers and waits between transfer will still be required due to the layout of Los Angeles. Also,

* High-speed rail would be used for a very small number of commutes

because people aren't traveling that far around LA.

* Even for longer commutes from counties neighboring LA county, many people drive instead of use rail out of practical necessity, not preference. Their commitments outside of work (such as the location of child care) require

Very, very few frequent flyers to San Jose and SFO can add over 2 hours to their travel time when they have packed schedules with commitments of meetings up north and families to return home to. Four hours added to a trip make a day trip, which is common, impossible. Their companies pay for their travel and often expect them to put in more than 8 hours at work on these trips. These commuters' families have face-time expectations of them.

I work in the professional tech industry and my husband works in entertainment. I am sure that these LA realities mean that the high-speed rail will have low ridership by LA residents and will have little advantage to our city. The advantages will be even lower in the future. With Tesla releasing all its patent, higher distance electric cars will become cheaper and more feasible for people. These vehicles will be common if not the majority of vehicles by the time the system is complete. Electric cars will be the choice of both environmentally and budget conscious commuters in LA. I am absolutely sure they will not switch to rail. I don't see where the ridership will come from and how the system can possibly contribute to a cleaner environment. So I ask, how can our community be asked to sacrifice so much for such little benefit?

I believe that due to the residential and the sensitive environmental obstacles of this area, the costs and impact studies will show that the proposed area is infeasible for the corridor. Please prioritize the study of these impacts and include the Shadow Hills community in an open, honest and timely dialog on this matter.

Sincerely, Jacquie Bleth

10426 Ormond Street Shadow Hills, CA 91040 (818) 771-1053

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:



Submission 1078 (Amarilla Blondia, August 26, 2014)

Palmdale - Burbank - RECORD #646 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Amarilla Last Name: Blondia

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: amarilla.blondia@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mayor Garcetti and SFV Counsilmembers:

I am writing this letter in STRONG opposition of a bullet train being built from Burbank to Palmdale with the currently proposed route through Angeles

My reasons for this are:

- 1) This route would disrupt significant water resources and natural springs, 2) This project would severely disrupt one of few remaining travel corridors and habitats for wildlife.
- 3) This route would cross several active earthquake fault systems,
 4) This route would pass through several residential communities requiring plan amendments to Land Use,
- 5) This area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback
- 6) This area is a flood plane with history of severe flooding
- 7) This area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker,
- 8) This area has an unstable geology with known areas subject to liquefaction.
- 9) It is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities,
- 10) A prior Metrolink study found a route through the mountains to be 10 times more costly.

As a resident of Los Angeles that encourages and supports public transportation development in the city this rail line looked to be a great thing for Los Angeles. Looking at how this has developed I have completely changed my opinion because of this proposed route. Having several friends in the train community, including engineers, safety inspectors, and others that absolutely know what it takes to complete this project, many current and former metro link and BNSF employees, I have reached out to them to look at the various proposals for this project. All of them unanimously agree that this is the worst possible route for this line based on the logistics, costs, and risks associated with going through Lake View Terrace and the Angeles National

Submission 1078 (Amarilla Blondia, August 26, 2014) - Continued

Forest. If individuals that build, operate, and maintain train lines come to this conclusion I don't see how the city council and project leaders can come to the opposite conclusion--destroying one of the most pristine areas we have left in when the other proposed route (around the current Palmdale-LA route) is more economical and safer. An engineer for Metrolink even commented that upgrading the current line could increase the availability of service and speed to the Palmdale area without building an entirely new line.

As a horse owner who enjoys the peaceful wildlife that we are so lucky to have in the Hansen Dam Recreation Area; an area that is protected and whose residents continually fight for it's future and work daily to ensure it is maintained and safe for all who are passionate about the area, I cannot sit idly and watch plans to detract from one of our precious few open spaces in Los Angeles county.

Hansen Dam and the Angeles National Forest is part of what makes our valley great!

Sincerely, Amarilla Blondia San Fernando Valley Resident

EIR/EIS Comment: Y

Submission 1079 (Cindy Bloom, August 27, 2014)

Palmdale - Burbank - RECORD #588 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο 8/27/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Cindy Last Name: Bloom

Professional Title: **Business/Organization:**

Address: 9800 la Canada Way

Apt./Suite No.:

City: Shadow Hills

State: CA 91040 Zip Code: Telephone: 818-445-5602 Email: cbloom57@ca.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office

700 N. Alameda, Room 3-532 LA. CA 90012

Dear Mr. McLoughlin:

I am writing this letter in OPPOSITION to the high speed rail line proposed to run through my community of Shadow Hills (Sunland-Tujunga). This project will directly and permanently negatively impact our community. Our area is committed to keep its natural and rural area intact. As a result, It is one of the last areas in Los Angeles where people can enjoy the outdoors, ride and own horses, safely bicycle, and hike.

THE HSR WILL DESTROY OUR NEIGHBORHOODS!

First of all, the map for the proposed HSR is vague. 500 square miles of

Secondly, the Palmdale commuters who work in the SF Valley chose to live in Palmdale. They knew that their commute would be long yet they moved there anyway, presumably because the properties are a lot cheaper than in the Valley. It is simply NOT FAIR to have the neighborhoods in and near the path of this high speed rail to sacrifice our properties, our property values, our quiet lifestyle, and our community so that Palmdale commuters will have a 15 commute to work.

Thirdly, derailment and accidents are real possibilities. A high speed derailment is a real and deadly possibility—much more dangerous than a regular commuter trail derailment and the proposed route is densely

The amount of damage this project will do is immense and terminal.

Submission 1079 (Cindy Bloom, August 27, 2014) - Continued

- Shadow Hills/Big Tujunga Wash cannot even be considered for a moment as a alternative line. It would run through the middle of residential and sensitive wildlife environments.
 The lines should go through commercial and industrial areas instead. This
- The lines should go through commercial and industrial areas instead. This will mitigate any devastation to wildlife and homeowners (many of whom have horses and outdoor pets). We have worked too hard to have our neighborhoods destroyed. Do not forget the proposed 710 extension through Pasadena fiasco (a very costly and permanent mistake).
 The cost to raze residential neighborhoods is infeasible and expensive.
- The cost to raze residential neighborhoods is infeasible and expensive.
 The state, county and city will lose millions of dollars permanently due to the decline in property values of the impacted homes in and around the path of the HSR. Our area is desirable and property values reflect this.
 Wildlife will be destroyed due to noise, pollution and loss of habitat.

ALTERNATIVE:

I strongly urge you to use the ORIGINAL Route 14 and 5—these are far superior and will not destroy communities, neighborhoods, residents' lives and their pets' lives. Its path, running right alongside existing freeways, makes a lot more sense than cutting through our community. Running the HSR through the Big Tujunga Wash and Shadow Hills is a bad, bad idea—both on a environmental level and a fiscal level.

Thank you for your consideration.

Very truly yours,

Cindy Bloom 9800 la Canada Way Shadow Hills, CA 91040 818-445-5602

PS: Personally, I think the whole HSR is a boondoggle. I'd rather have the money spent on desalination plants.

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :



Submission I080 (Cindy Bloom, September 6, 2014)

From: Cindy Bloom cbloom57@ca.rr.com

Subject: HRS - PALMDALE TO BURBANK (oppose route through Sunland-Tujunga)-ADDENDUM

Date: September 6, 2014 at 8:45 PM To: palmdale_burbank@hsr.ca.gov



Mark A. McLoughlin Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin:

Last week, I wrote an email to you regarding my opposition to the HSR route through Sunland, Tujunga, Shadow Hills, etc. My concerns in that email were about property values, fear of losing my property, and how it would irrevocably our community. As you probably are aware by now, our community is zoned for horse-keeping and we are committed to maintaining our rural environment. One item I failed to mention in my previous email was that it is impossible for people with horses to just pack and move to a similar neighborhood in the event that their property is seized for the HSR because Shadow Hills is one of the last horse-keeping areas around. There is nowhere for them to relocate (and some residents operate professional ranches so their livelihood would also be lost along with their personal property). Also, the noise and dirt from construction would jeopardize the health of our animals.

This email is to further my opposition to the Sunland-Tujunga-Shadow Hills-La Tuna Canyon (S-T-SH-LTC) route — supported not by "feelings" but instead by history and by hard facts. These facts were set forth in a letter to you dated August 29, 2014 from the Shadow Hills Property Owners Association. I took this letter and turned most of it into an easy-to-read matrix which makes it crystal clear that the 14/5 Route is the ONLY option:

Issue	14 / 5 Route	S-T-SH-LTC
		Route
Existing transportation corridor	Yes	No
Earthquake fault (San Fernando Earthquake Fault) in proposed area	No	Yes
Interference and/or destruction of water tables and natural springs that supply drinking water to LA	No	Yes
Destruction of endangered species (Santa Ana Sucker,	No	Yes
Slenderhorned Spine, Least Bells Vireo and Cactus Wren) Encroachment of the Mitigation Bank (operated by LA County Dept. of Public Works)	No	Yes
Probable damage to Hansen Dam	No	Yes
Tunneling through Tujunga Wash: Strong possibility of dewatering (water having to be pumped, resulting in surface water and natural springs evaporating), leading to loss of endangered plants & animals. Refer to Runyon Canyon disaster during Metro Rail tunneling	No	Yes
Likelihood of puncturing of additional earthquake fault line which would allow high nitrate septic water into pristine LA drinking water (currently, the two sources are separated with the high nitrate source shut down)	No	Yes
Extensive tunneling required (unknown and known risks include additional earthquake faults, oil/gas deposits, subsurface water, environmental concerns)	No	Yes
Additional and expensive earthquake fault mapping required if tunneling is done	No	Yes



Submission I080 (Cindy Bloom, September 6, 2014) - Continued

Extensive dewatering (a precious and scarce resource would be wasted, resulting in loss of drinking water, and water for plants/animals) required in order to perform tunneling	No	Yes
Negative impact of natural spring water and streams in Tujunga Pond, LA National Forest and Verdugo Mountains	No	Yes
Negative impact from tunneling to nearby structures (Hollywood Walk of Fame was damaged during tunneling in Hollywood)	N/A	Yes
Termination of proposed Federal projects (Angeles National Forest Recreation Area and Rim of Valley Trail)	No	Yes
Extreme expense and unknown obstacles if tunneling were done through proposed Tujunga path	No	Yes
Cost of property seizures, both in acquisition and litigation expense. 14/5 route rights of way already exist; other route does not and would require exercise of imminent domain for over 600 acres of private properties!	Rights-of-way already exist	Not feasible and \$\$\$\$
Condemnation of land preservation space available for public enjoyment (Fond Land Preservation)	No	Yes
Periodic, destructive flooding. In 1969 and 1978, floods destroyed everything in their path in Tujunga Wash. Tunneling is risky due to impact of underground water tables and an above-ground route is risky due to flooding concerns.	N/A	Makes above- ground also infeasible
Existence of Native American burial grounds	No	Yes
Existence of unrelocatable high power lines	No	Yes
Destruction of Scenic Corridor Plan	No	Yes
Destruction of one of the last horse communities in LA	No	Yes
Negative impact on Hansen Dam Recreational Area (equestrian, athletics, swimming, fishing, baseball, soccer, picnic grounds)	No	Yes

If you think tunneling is not destructive to the area above construction, please look at these photos of actual subway construction in NY:





Submission I080 (Cindy Bloom, September 6, 2014) - Continued



Based on the foregoing, I strongly urge that if the HSR Palmdale to Burbank leg goes forward, that the 14/5 route be the approved route. It is an already established transportation corridor and is the path of least resistance, both in environmental and fiscal terms.

Respectfully,

Cindy Bloom 9800 La Canada Way Shadow Hills, CA 91040 818-352-2320 (home) 818-445-5602 (cell)



Submission I080 (Cindy Bloom, September 6, 2014) - Continued

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Submission I081 (Donna Blowey, August 26, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

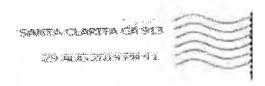
The hope of our community depends on it.

I'm against the Nigh Speld Rail at all!

Cc: CHSRA Chairman, Dan Richard

Submission I081 (Donna Blowey, August 26, 2014) - Continued

Bruce & Donna Blowey 23768 Aspen Meadow Ct Valencia, CA 91354





Left Morales Chief Executive Officer California High Speed Rail G 7702 Street, Suite 800 Sacraments, CA 95814

95814335900



Submission 1082 (Joshua Bogage, September 11, 2014)

Palmdale - Burbank - RECORD #847 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date: 9/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Joshua Last Name: Bogage

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Telephone:

Email: joshuabogage@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr. McLoughlin

As a close friend of a long time resident of Acton as well as a resident of LA , I am writing to express my reservations regarding the planned Palmdale to Burbank section of the High Speed Rail project.

Construction will present enviormental hazards, including an increase of particulates in the air, a major cause of Valley Fever. A member of their family contracted Valley Fever years ago and almost died; the proposed HSR routes would literally putting their lives at risk.

Both their wells underground aquifier systems will be negatively impacted and in some cases destroyed.

Noise and vibration pollution will have a detrimental affect on pets and wildlife.

They are in an area with known earthquake faults, construction of the HSR can cause further instability.

The High Spped Rail Project offers no benefit or upside to the community of Acton. Property values are going to be drastically lowered, causing financial ruin for many and even further degrading our quality of life.

WHY ISN'T THE ALTERNATIVE CORRIDOR THROUGH THE ANGELES NATIONAL FOREST BEING ACTIVELY PURSUED? It is shorter, more direct, and less expensive than any of the proposed routes that would decimate our community. WHO IS INSISTING THE HIGH SPEED RAIL COME THOUGH ACTON, AND WHY?

I do not know who planned or passed these proposed routes, but I am sure they do not live in Acton or Aqua Dulce. If the proposed routes went through their homes, devalued their properties, destroyed their community and put their lives at risk, I'm sure they would be open to exploring other options.

I strongly oppose the proposed High Speed Rail routes through Acton.

Submission 1082 (Joshua Bogage, September 11, 2014) - Continued

Yours Truly, Joshua Bogage

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Do not prefer SR 14, Prefer Alternative Corridor

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission 1083 (Marguerite Bogosian, August 27, 2014)

Palmdale - Burbank - RECORD #291 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: No Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Marguerite Last Name: Bogosian

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: bogo1234@att.net

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014

Jeff Morales

Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800

Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14

Freeway in northern Los Angeles County.

Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already

triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as away to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities

as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly,

environmentally friendly and less community-intrusive route between the

Antelope Valley and

the San Fernando Valley. The hope of our community depends on it.

Sincerely,

Marguerite Bogosian

CHSRA Chairman, Dan Richard

EIR/EIS Comment: Yes

Submission 1083 (Marguerite Bogosian, August 27, 2014) - Continued

Need PI response : No

General Viewpoint on Project: In Opposition to SR 14

Submission 1084 (Dianna Boone, August 30, 2014)

Palmdale - Burbank - RECORD #446 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Dianna Last Name : Boone

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Santa Clarita

State: CA Zip Code: 00000

Telephone:

Email: daveb211@sbcglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

Hello,

I know it is challenging for a direct route from Palmdale to Burbank, but it is vitally imperative that it goes the direct route. We already have a mine at our backdoor, and a megamine approved for exponential expansion. We do not need a high speed train running adjacent to our schools and homes, with NO access to the train! All the pain without a benefit! PLEASE MAKE HSR A DIRECT_ROUTE FROM PALMDALE TO BURBANK!!

Dianna Boone

U.S. Department

of Transportation Federal Railroad

resident of Santa Clarita, in Sand Canyon

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1085 (Cile Borman, September 11, 2014)

Palmdale - Burbank - RECORD #841 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Cile Last Name:

Professional Title:

Business/Organization:

Address: 11453 Alberni Avenue

Borman

Apt./Suite No.:

City: Lake View Terrace

State: CA Zip Code: 91342

Telephone:

Email: TPunch1@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

Mark A. McLoughlin, Director of Environmental Services ATTN.: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority

700 North Alamada Street, Room 3-532

LA, CA 90012

(Email: _palmdale_burbank@hsr.ca.gov_ (mailto:palmdale_burbank@hsr.ca.gov))

To Whom It May Concern;

My name is Cile Borman, I have been a resident at 11453 Alberni Ave, Lake View Terrace, Ca 91342-6902 since November of 1985.

The stress of another action by elected officials who have no personal care for my opinion or well being and that can effect my life far beyond my control is devastating. When the High Speed Rail concept was presented to

at a Lake View Terrace Improvement Association general meeting back in 2010, the plans along and existing public transportation route seemed like

reasonable concept.

Now four years later these plans have been discarded in favor of intentionally endangering the physical characteristics of the Angeles National Forest it's wildlife and the immediate communities surrounding the Hansen

and the Tujunga Wash, with no real regard to the liquid faction characteristics of the soil or the fact that in case of floods Hansen Dam helps

protects the City of Los Angeles from floods. What would happen to the underground tunnels for the train in case of flooding?

In other countries "the powers that be" can choose to relocate whole towns and cities full of people, without any recourse or warning and demand that

Submission 1085 (Cile Borman, September 11, 2014) - Continued

they leave or risk not only losing their property but also their lives. Governor Brown, other politicians and the planners of this project owes it to myself and all other Stakeholders to not paint this horrible picture as to where our country is heading.

A Frighten Stakeholder, Cile Borman

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission 1086 (Anton and Ina Bosch, August 27, 2014)

Palmdale - Burbank - RECORD #619 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο 8/27/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Anton Last Name: Bosch

Professional Title : Business/Organization :

Address: 11021 Allegheny St

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91352

 Telephone :
 818 823 8588

Email: antonbosch1@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Sirs,

I am a resident of Shadow Hills for the past 6 years.

I must object in the strongest terms to the rash and irresponsible way in which the HSR Authority has chosen to throw the entire Shadow Hills community under the bus / train. The big yellow swath on the HSR Authority's maps has instantly devalued all our properties and we cannot sell without disclosing this foolhardy plan to potential buyers and without losing at least 20% of the value of our property.

Most of us live in this community because we want and need the sense of country living we derive from the area. Most of us have fled typical suburbia because we feel claustrophobic in the typical suburbs of the city. We love our horses and other animals as well as the wilderness areas on our doorstep and the freedom to ride, hike and cycle in the wilderness areas that surround us. We furthermore enjoy watching the mountain lions, coyotes, bears and all sorts of smaller critters that move through our area on a regular basis.

Now you want to take this all away by bringing your damned train right through our community. It does not matter where you put the train through Shadow Hills, it will totally destroy everything we have bought into this unique area for.

The line will cut the migratory routes of the wildlife. It will cut us off from the areas in which we recreate. The noise and vibration will be a constant irritation. (Sound proofing houses does not help – we are outdoors people and want o be out of doors and when inside want our windows open.

Those in the immediate path of the train may be luckier as they may just

Submission 1086 (Anton and Ina Bosch, August 27, 2014) - Continued

get enough for their houses to make a down payment on something

elsewhere
but the rest of us (several thousand people) will have to live with the
devaluation of our properties and the stripping of everything we hold dear.

Please reconsider. This may be your toy and grand dream, but this is our lives you are playing with.

Anton and Ina Bosch 11021 Allegheny St Shadow Hills, 91352

818 823 8588

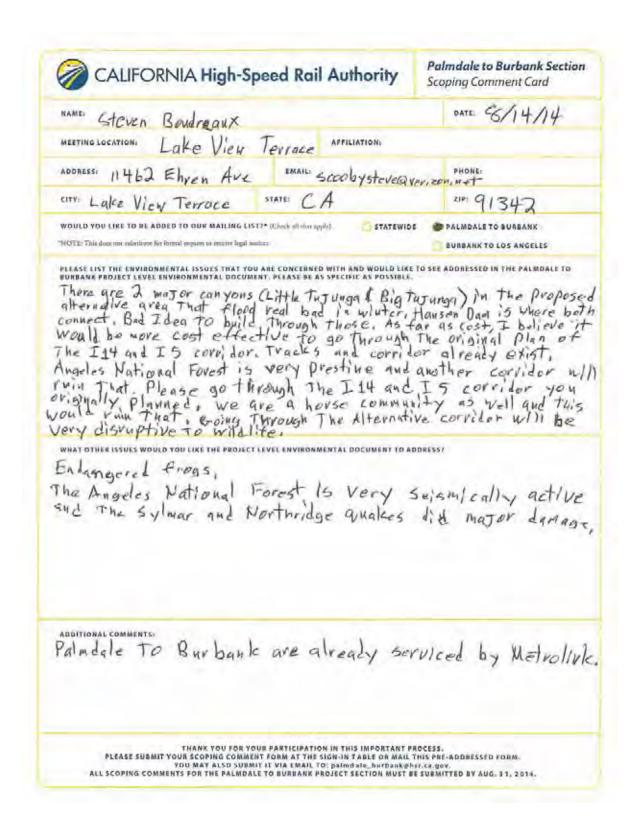
EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter :

Submission 1087 (Steven Boudreaux, August 14, 2014)





Submission 1088 (Loren Bowers, August 29, 2014)



PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

I am extremely concerned that any of the existing three CA HSRA Palmdale to Burbank routes (two up the 14 Freeway corridor, and a new one through the Soledad Canyon Corridor) will all go right through the heart of our 160 year old town with clearly devastating negative impacts on quality of life for our over 11,000 full time residents the value and possibly the existence of over 4,000 homes, several schools, the environment, the watershed and more. All three would clearly ruin Acton / Aqua Dulce during construction and after. The tranquil lifestyle here is what enticed people to move to Acton to get away from the hectic city life, and our community has worked very hard for decades, along with the support of County Supervisor Antonovich, to craft and maintain a special quiet small town county lifestyle with the added value of a Downtown Park Area, a new Library, a new High School, a new Elementary School, a Community Club with many social events, the Vasquez Rocks park and more. Our town is guiet, clean, with clear mountain air, beautiful sunrises and sunsets, stars at night, lots of pet owners, and horse-riders on quiet trails. Many commute to the city (30 mins to Valley by 14 & Soledad Canyon). The recently identified "Soledad Canyon Corridor" is right on the Santa Clara River – a rare natural river watershed in Southern California (and one of the last "natural rivers" in LA County with no cement or man-made additions) with continuous fresh water that recharges ancient aquifers (during the worst drought in California history), supplying thousands of homeowners' wells (so homeowners don't need to buy rare LA County water), and farmers for 70 miles from Acton to Ventura, CA. as well as wild rare & protected plant & animal life including the great Basin sage, Stickleback fish, Steelhead, Red-legged frog, Arroyo toad, Willow flycatcher, Condor, Quail, Roadrunner, Herron, Hawk, Falcon, Eagle, Owl, Raven, Tortoise, Squirrel, Kangaroo rat, White tailed deer, Fox, Coyote, Mountain lion, Black bear & more depend on River (several wildlife preserves including Shambala). The area also includes many Chumash Native America burial sites, ancestral remains, sacred places & natural cultural resources essential to Chumash heritage. Just the public announcement alone that these 3 routes are possibly going through Acton / Aqua Dulce is already reducing the appraised value of our property, and when and if a route is selected our property values will likely collapse, and our 160 year old town itself will certainly be ruined forever.

In two most recent CA HSRA public meetings in Acton on July 30, 2014 and August 11, 2014, overflow crowds of over 200 citizens got hours of canned speeches from HSRA reps allowing few questions that were prepared ahead of the meeting with "canned" answers that were not very revealing to us as to what the future possibilities regarding timing and milestones such as environmental impact studies, route selection, ground-breaking of construction, eminent domain destruction and takeover of our homes. At the end of the first meeting we finally had a chance to ask a few live questions mostly related to the above concerns, and asking for milestones, timing of steps and so on we only got answers of "we don't know" – the entire audience yelled NO TRAIN! When pushed for an answer about what type of train would be coming through Acton / Agua Dulce, CA HSRA reps positioned the "Bullet Train" as "Electric". When the



Submission 1088 (Loren Bowers, August 29, 2014) - Continued

audience requested further clarification several times, Ms. Boehm finally admitted it will be a "Diesel-Electric" train (though a vendor has not been selected), which is no different than any diesel freight train in America since the steam engine. It will have a diesel power plant that generates power to drive an electric engine which will deliver higher torque power to the axels so it can climb hills better than a diesel train without a secondary electric motor. Maybe a newer diesel electric design could have less pollution than older ones, but it is NOT purely "electric" train and will be emitting noxious airborne diesel pollutants. The planned location of the Palmdale Station is almost directly on top of the San Andreas earthquake fault and the train itself could run along or across the fault line with potentially deadly results. The HSRA reps kept repeating "this is good for California", but the audience demanded to know how it was good for those of us who are only negatively affected like citizens of Acton / Agua Dulce. The route does not even plan to have a stop in our town, it would just blow through at high speed and volume from Palmdale all the way to Burbank without a single stop.

We are very concerned about the HSRA bullet train's possible impact on our town's environment including Aesthetic and Visual Quality, Agricultural, Farmland and Forest Land, Air Quality and Global Climate Change, Biological Resources and Wetlands, Cultural Resources, Cumulative Impacts, Electromagnetic Interference/Fields (EMI/EMF), Geology, Soils, Seismic and Paleontology, Hazardous Materials and Wastes, Hydrology and Water Resources, Station Planning, Land Use and Development, Noise and Vibration, Parks Recreations and Open Space, Public Utilities and Energy, Regional Growth, Safety and Security, Socioeconomics and Communities, Environmental Justice, Transportation, Section 4(f) and Section 6(f) Evaluations, Environmental Impact Report, \$3.5B funding shortfall, degrading voter support. I also believe this project would violate several national environmental Acts including the Clean Water Act, the National Environmental Policy Act and National Historic Preservation Act.

Though I am opposed to the entire route of the train and think the project should be cancelled, if it is to happen and a route needs to be chosen from Palmdale to Burbank options other than the three current ones should be considered (there must be many alternatives). During the July 30, 2014 meeting in Acton Los Angeles County 5th District Deputy Supervisor Michael Cano said to the agitated audience, "We hear your anger"..."we want to see a larger SLUG" referring to the shape of the proposed 3rd route through the Soledad Canyon Corridor. Have other routes been considered? A "larger slug" route could be considered that might have little of the above negative impact. It could start several miles East of the intersection of Highway 2 and Mount Emma Road heading south above, through or below the San Gabriel mountains and across the ridgeline ten or more miles East of Mount Gleason, where it could enter the "back country" and head West to Burbank with the entire route not disturbing a single home, or community until it nears the Burbank station. This route could also be less expensive with no homes to condemn, fewer Tunnels, and a more direct route to allow the train to get up to speed. Tunnels could be used on the Burbank end to get it to that station without disturbing communities near the Burbank area.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? See above

ADDITONAL COMMENTS: see above

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <u>palmdale_burbank@hsr.ca.gov</u>
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.



Submission I088 (Loren Bowers, August 29, 2014) - Continued

Send by Certified Mail to:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Submission 1089 (Steve Boyles, August 30, 2014)

August 30, 2016

Mark A. McLoughlin, Director of Environmental Services AFTN: PALMDALE TO BURBANK PROJECT SECTION: California High-Speed Rail Authority 700 North Alameda St., Room 3-532 Los Angeles, CA. 90012

Dear Mr. McLoughtin:

As a Shadow Hills resident, I'm very disturbed by your consideration of the Alternate Corridor route for the Pulmdale to Burbank section of the bullet train.

For all of the reasons listed in the attached letter, I respectfully request that you do not consider this route. If your a feasible conto. and its consideration has already esused upset in Shadow Hills and the corrounding communities.

Think you.

Steve Boyles

Stradow Hills, California





Shadow Hills Property Owners Association

Dedicated To Preserving Rural Community

Sent Via Email: palmdale_burbank@hsr.ca.gov

August 29, 2014

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High-Speed Rail Authority 700 North Alameda St. Room 3-532 Los Angeles, CA 90012

Re: High Speed Rail/Palmdale to Burbank

Deer Palmdale-Burbank HSR:

This letter/email is written on behalf of of the Shadow Hills Property Owners Association which is a non profit entity whose membership is voluntary. We represent more than 2,200 households and are tightly networked with the neighboring communities of Lake View Terrace, La Tuna Canyon, Sun Valley and Sunland Tujunga. We have been in existence for fifty years. We are providing our Public Scoping Comments to the Palmdale to Burbank section of the proposed High Speed Rail (HSR). In particular our comments relate to the Alternative Corridor/New Study Area. We believe that there are significant environmental concerns for the Alternative Corridor which dictate the immediate removal of this alternate route from consideration and we hereby demand its removal. Our comments are as follows:

- As set forth hereafter, the alternative route through the Shadow Hills and the Angeles National Forest is not feasible and as such cannot be used as an alternative in the Environmental Impact Report. Again, demand is hereby made that the alternative route immediately be eliminated from the project proposal
- 2. The scoping of the alternative route for an EIR is premature because the proposed alternative is too vague and covers too vast an area (approximately 400 square miles). The original proposal shows detailed, specific tunnel locations, grade changes and the actual location of the route. In comparison the location of the alternative route is vague. There is no description of where the HSR will be above ground or below ground. There is just a 40 mile long yellow shaded figure that looks like a banana and runs through the Angeles National Forest, the Big Tujunga Wash, Lake View Terrace, Shadow Hills and La Tuna Canyon. The alternate

P.O. Box 345 . Sunland, California 91041-0345

Re High Speed Rail August 29, 2014 Page 2 of 7

area requires further delineation in order to focus on the environmental and social issues. It's last minute and hasty introduction into the scoping process raises serious issues, not the least of which is an ominous and real threat to all property values and all property transactions.

- 3. The San Fernando Fault traverses the north side of the Big Tujunga Wash. It runs in an east west direction and is an active fault. The EIR must contain a full description of that fault and provide detailed engineering plans to confirm if and how the HSR can be built through that and other faults. The engineering must take into consideration both slip faults and thrust faults.
- 4. The HSR appears to travel under the Big Tujunga Wash. The Big Tujunga Wash is a flood plain and the water that flows through the wash is part of the system designed to recharge the San Fernando Valley aquifer which supplies 10% of the drinking water for the City of Los Angeles. Depending on rainfall, the water table sits ten to twenty feet below the surface of the wash. There are natural springs which bubble to the surface. The EIR must take this into consideration. Not only does it supply drinking water to the City but the water is also necessary to preserve the habitat for the endangered Santa Ana Sucker and also provides a habitat for the endangered or listed Slenderhorned spine flower, the Least Bells Vireo and the Cactus Wren. These water supplies are more precious now than ever given the seriousness of the current drought restrictions on imported water deliveries and long-term climate change.
- 5. A portion of the Big Tujunge Wash just east of Foothill Blvd., and located within the "yellow swath" is also a 210 acre mitigation bank operated by the County of Los Angeles Department of Public Works. This mitigates other activities conducted by that agency. It is not proper to put the HSR through a mitigation bank.
- 6. The Big Tujunga Wash is also the home for Hansen Dam which is operated by the Army Corp of Engineers. This dam serves two purposes. The primary purpose is to protect the City of Los Angeles from the historic floods. Prior to its construction in the late 1930's, flooding caused terrible damage and cut the City of Los Angeles in two for about 4 months. The BIR should fully investigate what effect the HSR would have on the integrity of the Hansen Dam. The environmental consequences of a dam failure would be catastrophic.
- The EIR should fully analyze the environmental effects of tunneling



Re: High Speed Rail August 29, 2014 Page 3 of 7

under a water source such as the Big Tujunga Wash. The EIR should study what happened when the Los Angeles Metro Rail tunneled under Runyon Canyon. Metro rail had to pump out water for a very long time and the surface water/natural springs all evaporated. The City of Los Angeles calls this "Dewatering". That analysis should be applied to the HSR project where the surface contains endangered plants and animals that rely on that water. The quantity of the subsurface water in the Big Tujunga Wash dwarfs that which existed in Runyon Canyon.

- 8. In addition to the San Fernando Fault the EIR should analyze the existence of other faults within the "yellow swath" or proposed new study area. When the Angeles Golf Course EIR was completed, it disclosed the existence of a fault which separated the pristine water which came from the Angeles Forrest from the high nitrate water on the other side of the fault line. That fault line had trapped high nitrate septic tank water. The drinking water pumping stations on the septic tank side of the fault line have been shut down by the Los Angeles Department of Water and Power. The EIR should analyze whether the tunnel or above ground structures will puncture the fault line and allow the unacceptably high nitrate water to merge into the drinking supply water for the City of Los Angeles.
- 9. The Alternative route would likely study tunneling under portions of the Angeles National Forrest which have not been studied extensively from a subsurface point of view, The EIR should carefully analyze the geological aspects of that route including numerous drill holes to check for earthquake faults, oil and gas deposits, sub surface water and other environmental concerns. This must all be accomplished before the DEIR is circulated for review. Will HSR "dewater" the Angeles National Forest?
- 10. The state earthquake maps have not been revised in years due to lack of funding. They are out of date and must be brought current to determine the nature and extent of all old and newly discovered earthquake faults. The EIR must determine the consequences of tunneling through earthquake faults in the projected path of the alternate route.
- 11. The Los Angeles City General Plan talks about the geology of the city through which the alternate route is planned. While out of date, the general plan discusses ways of dealing with building through the water table. It refers to the metro rail project as discussed above. The City's solution is "dewatering" which means pumping out all of the ground water. What are the environmental consequences of "dewatering" the Big Tujunga Wash cast of Hansen Dam? Even if possible, from an



Re: High Speed Rail August 29, 2014 Page 4 of 7

- engineering point of view, why would one destroy one of the main sources of water storage by "dewatering" the Big Tujunga Wosh.
- 12. In addition to the 210 acre mitigation bank, immediately west of Foothill Blvd. as it crosses the Big Tujunga Wash is the Tujunga Ponds which was a mitigation measure required by the building of the 210 freeway. It funnels natural spring water which feeds the remainder of the Big Tujunga Wash. What effect will the tunneling have on this property?
- 13. There are blue line streams in the Angeles National Forest and in the Verdugo Mountains. What effect will tunneling have on these protected areas? These blue streams support flora and fauna which are protected by federal, state and local laws.
- Chapter IV of the Ground Water Basin Reports for the Upper Los Angeles
 River Area Basins details critical water storage needs. The EIR needs to
 analyze the effects of tunneling through or under the water supply.
- 15. If "dewatering" occurs, will that lower the level of the Big Tujunga Wash such that it will effect the structural integrity of the Hansen Dam, the 210 Freeway, Foothill Blvd, or other structures?
- The Flood Management and Water Conservation Report prepared by the County of Los Angeles describes water and flood control issues. All of this must be considered in any EIR.
- There are sensitive sites operated by the City of Los Angeles which are important to regional security and which must be considered.
- 18. When the Metro Rail was built, the tunneling shook the ground enough to substantially destroy portions the Hollywood Walk of Fame. What effects will tunneling have on the structures near the tunneling, especially given the composition of the subsurface material through which the shock waves traverse.
- 19. The scoping should also include the anticipated Rim of Valley Trail which is being proposed in Congress (Adam Schiff) and the possible designation of portions of the Angeles National Forest as a Federal Recreation Area (Carol Liu). The HSR could substantially and adversely effect those projects.
- An EIR does not have to consider alternatives which are not feasible.
 Tunneling through the Angeles National Forrest, The Big Tujunga Wash



Re: High Speed Rail August 29, 2014 Page 5 of 7

and the Verdugo Mountains is not economically or otherwise feasible. The tunnel would have to go through, above or below, existing earthquake faults. The San Fernando Fault is surface reflected. The consequences to the ground water and the surface habitats that rely on the ground water would be significant and unmitigable. Additionally tunneling through the water laden sand of the Big Tujunga Wash is not economically feasible. Tunneling through a water source creates substantial additional maintenance issues to HSR itself.

- 21. The cost of condemning the land over, under or through Shadow Hills and the 600 acres in the Verdugo Mountains owned by the Fond Land Preservation Foundation will also make the alternative not feasible. Whereas the initial route relies on already existing rights of ways which do not need to be condemned, no such pre-existing rights exist. The HSR only has 13% of the land needed to start this project in the Central Valley. Acquiring other land in and around Shadow Hills will be ever so much more expensive and time consuming and will result in protracted litigation.
- 22. The Fond Land Preservation Foundation owns approximately 600 acres in the Verdugo Mountains just south of the Tujunga Wash. This is a privately owned, publically accessible open space. Installing the HSR through, under or on such a preserve area is not appropriate and will adversely impact that protected area.
- 23. In 1969 and again in 1978 the Tujunga Wash flooded, washed out bridges and cascaded boulders the size of Volkswagens down the wash. It destroyed everything in it's path. If the HSR is above ground through the wash, it too will be destroyed.
- 24. In addition to the Hansen Dam, the Tujunga Wash also contains two very large aquatic features built and great expense and as a mitigation measures when the Army Corp of Engineers (ACOE) removed sand and gravel from behind the Hansen Dam after the 1978 catastrophic fleed. These mitigation measures cannot be undone by the HSR.
- During prior environmental reports in the area, Native American burial grounds were discovered. The exact location of which was not disclosed due to the possibility that they would be disturbed. Those sites need to be identified and avoided.
- There are high tension power lines which traverse the Tujunga Wash and they must be avoided. Relocation is not an option.

Re: High Speed Rail August 29, 2014 Page 6 of 7

- 27. Shadow Hills and nearby communities are governed by the Scenic Corridor Plan which protects ridge lines when viewed from the scenic corridors of Sunland Blvd., La Tuna Canyon Blvd., Wentworth and Foothill Blvd. Installing the HSR would destroy these already established scenic corridors.
- 28. The HSR, if above ground at any point through Shadow Hills will subdivide one of the last equestrian districts in the City of Los Angeles. It would cause great economic hardship, reduce property values and destroy the community. These adverse consequences are very important and by themselves constitute grounds for eliminating the alternative route as an option.
- 29. The HSR will have adverse effects on the Hansen Dam Recreational Area which is designated by the City of Los Angeles as a Regional Recreational Area with facilities including equestrian uses, athletic fields, swimming, fishing, a new ranger station, baseball, soccer, picnic grounds and more.
- 30. Another serious concern which we must register is the historic weakness and shortcomings of HSR overall with respect to funding and entitlements. HSR has always been on shaky ground and this clearly infeasible new study area presents gargantuan environmental and economic impacts and challenges that HSR is incapable of handling. The people and the economy of the new study area should not have been, and should not continue to be, threatened by what is clearly a short-sighted political reflex action/proposal by the County Supervisor in response to constituents near the two, initial alternatives.
- 31. In considering the new study area, in addition to each of the environmental impacts, the cumulative impacts ALREADY borne by the populated areas of Los Angeles' Council Districts 7, 2 and 6 must be taken into consideration. The heavy presence of major freeways (5,170,210,118), MetroLink Rail line, Hansen Dam, DWP Power Plant, landfills and trash facilities. Burbank Airport, Whiteman Airport, gravel pits and quarries and many other heavy industrial uses demonstrate that this area (Shadow Hills, et al.) Is already over bordened and over saturated with infrastructure projects that benefit the region. The two already-studied project alternative areas pale in comparison when cumulative impacts are considered and are far more equitable alternative for study and implementation of HSR.
 - The cumulative obstacles addressed above mean that this alternative project route is not feasible.



Re: High Speed Rail August 29, 2014 Page 7 of 7

In conclusion, the Shadow Hills Property Owners Association hereby demands that this alternative route be permanently eliminated from consideration.

Very truly yours, David J. Delinto

Shadow Hills Property Owners Association

David J. DePinto

President

Shadow Hills Property Owners Association

William E. Eick Land Use Chairman

felipe.fuentes@lacity.org

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mayor.garcetti@lacity.org

Assemblymember.Wilk@outreach.assembly.ca.gov

Congressman Adam Schiff

Senator Carol Lau

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dw@aenv.org

Dean Wallraff envirodefenders.org

Fond Land Preservation Foundation

Dan Weikel - LA Times

David DePinto

Full SHPOA Board





Submission I089 (Steve Boyles, August 30, 2014)





Submission 1090 (Sandra Braddock, August 28, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

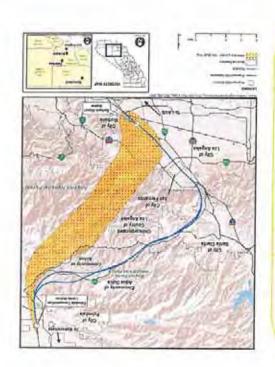
Cc: CHSRA Chairman, Dan Richard

Submission 1091 (Audrey Bradford, September 2, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME ACCT EY FIRE FORM	DATE: 1-2 - 14
MEETING LOCATION: BURESHALL AFFILIATION	ÚT.
ADDRESS: N. TOLICE - FIRE EMAIL	PHONE:
CHY BURBING STATES &A	210 G . C
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Clerk all that applie) **NOTE: The does not estimate for formal require to receive legal notice.	E PALMDALE TO BURBANK BURBANK TO LOS ANGELES
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSING. The convivor mental issues of concerting line. Destriction when the Backerstreld to Burban le cision between the Backerstreld to Burban le cision and la concerting line. Destre the Backerstreld to Burban le cision and la concerting line. Destre the Backerstreld to Burban le cision and la concerting line. Destre the Backerstreld to Burban le cision and la concerting line and la concerting line. Destre the Backerstreld to Burban le cision and la concerting line and la concerting	- 1
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Submission 1091 (Audrey Bradford, September 2, 2014)



palmdale burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:





Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012



Submission 1092 (William Bragg, August 25, 2014)

Mark A. McLoughlin Director of Environmental Sevices Attn: Palmdale to Burbank Line California High-Speed Rail Authority Southern California Regional Office 700 North Alameda Room 3-532 Los Angeles, A 90012 August 25, 2014

Dear Mr McLoughlin,

I am writing to express my concerns for the Burbank to Palmdale High Speed Rail construction project. This letter is in response to the community scoping meeting held in Acton on Aug11, 2014 at the Acton Library.

To start out my main concern is the hydrology/water table of the affected area. I rely on well water for my entire water needs and am concerned that your project will affect my well. The following are my questions for you on the hydrology/ground water well concerns.

- Will the authority perform a baseline study on all of the wells in the Acton area? This would include water quality, well performance, and any other factors deemed necessary to test prior to any under ground excavation in the Acton area. Also will the wells be monitored during actual project construction to determine water quality and well performance? Will the wells be monitored post construction to ensure they maintain their integrity over time?
- 2. How will residents be compensated for damage to their well due to loss of production, contamination, etc. during and after the project construction? If any of the wells fail post construction will the authority compensate residents? Wells may need to be monitored for some time after the project concludes.
- 3. How will the Authority prevent disruption to the hydrological patterns?
- 4. How will the regulations of the Clean Water Act be fulfilled?
- 5. If any wells fail and have to be replaced will the Authority comply with Los Angeles County and the State of California Standards for drilling new wells?
- 6. How will the Authority control run-off so that water recharges the aquifer?
- 7. How will the Authority prevent fracturing of Blue Lines?
- 8. If new wells must be drilled will the Authority compensate property owners for wells that do not meet the current Los Angeles County Standards for well production?
- 9. In the event that a well becomes permanently dysfunctional, will the Authority compensate



Submission I092 (William Bragg, August 25, 2014) - Continued

the property owner for the full value of the property that can no longer be sold or financed? Will this be done with no strings attached? I say this because most residents will unlikely have nithe cash to go out and buy something else.

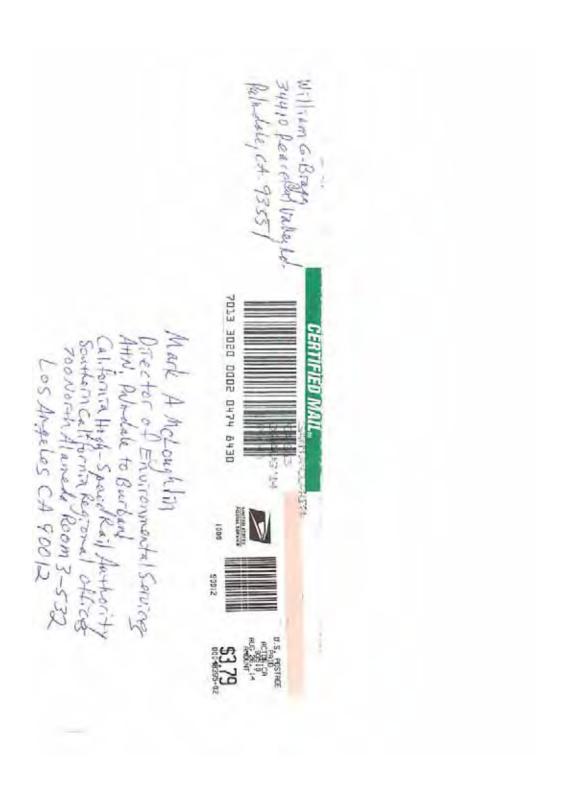
10. Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged during and possibly fail after construction? Will the water be provided at the same quality as the wells meaning chemical free water free from fluoride and other chemicals that the County water system introduces to the water during processing? I personally view these chemicals as dangerous for the human biological system.

William G. Bragg jr Mark D. Fliteraft 34410 Peaceful Valley Road Palmdale, ca 93551 661-435-9863

Wellian though



Submission I092 (William Bragg, August 25, 2014)





Submission 1093 (Sherry D. Bragger, August 31, 2014)

Submitted by Sherry D. Bragger, Acton resident since 1988 33551 Listie Ave. Acton, CA 93510 661-269-5555 Email: sbragger@roadrunner.com

RE: Palmdale to Burbank Project

I recently attended the Public Scoping Meeting held Aug. 11, 2014 at the Acton-Agua Dulce Library. Below are my concerns.

Aesthetic & Visual Quality- Our open spaces and rural landscape will be changed forever by the elevated structures necessary for the Bullet Train. In addition the night skys that we have enjoyed since 1988 when we moved here will no longer be dark. View of the mountains north and south will be obstructed. Particularly, the view of the mountains, south on Crown Valley.

Agricultural, Farmland, & Forest Land- We've enjoyed visiting the Blum Ranch for our fresh fruit & vegetables. Will they (Blum Ranch) be able to continue operating? And personally, my animals and my fruit trees.

Air Quality & Global Climate Change- A concern for those of us who are asthmatic with regard to the dust generated during construction. In our family alone, we have asthmatics, diabetes, and heart disease.

Electromagnetic Interference/Fields- Please address the impact of excessive electromagnetic radiation to our health –cancers are a concern. In addition, the impact on pacemakers.

Hydrology & Water Resources

Will the Bullet Train have a negative impact on our well water?

Vibration- We've heard that 'fracking' could possibly cause earthquakes. It is conceivable that the vibration of the Bullet Train could cause an earthquake. Please address this as we are literally sitting on the San Andreas Fault.

Noise – How will noise from multiple daily train runs effect our schools and local business. And last but not least, is the effect on my horses and dogs.

Socioeconomics & Communities- How will this affect our local businesses who rely on commuters? Palmdale commuters will not be visiting our shops and stores.

And lastly, will we homeowners be strapped with more taxes- either at the local or state level?

Sincerely, Sherry D. Bragger

Submission 1094 (Teryann Brannian, August 31, 2014)

Palmdale - Burbank - RECORD #367 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Teryann Last Name: Brannian

Professional Title : Business/Organization :

Address: 33105 Santiago Rd.

 Apt./Suite No. :
 # 137

 City :
 Acton CA

 State :
 CA

 Zip Code :
 93501

 Telephone :
 661-714-1717

Email: teryann31@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom It May Concern,

I am a long time resident of Acton, California and am very concerned about the cost of this project and the impact that it will have not only to the Acton community but to our water sources as well. Most residents in this town live on well water and an interruption to the already depleting water supplies would have grave consequences to the Acton population. The purpose

of a monumental task such as this should be to benefit the county's residents as a whole. I do not think that the ridership for this rail line will even put a dent into the money that will be owed for construction nor do I think that many people will even be interested in taking this train. Also, in order to make the money back from this project the cost or the trip would be prohibitive to the majority of the population. The intention of eminent domain is to sacrifice a few to benefit many. I believe that this project would benefit few and sacrifice many. I do not believe that the High Speed Rail Project can be paid for by private funding and therefore funds would have to come from the pockets of the already heavily burdened taxpayer. This state is already in a financial quagmire without adding billions to that burden. Our schools are sorely lacking, our water supplies are dwindling, our infrastructure is failing, and because we have some of the highest taxes in the country, we are losing businesses in rapidly increasing numbers. I have lived in California all of my life and I think that I can talk for the majority of its residents when I say that this High Speed Rail is not needed, wanted, nor can it be afforded. Let's put our money to better use. Lets improve our schools, find alternate water sources, rebuild our aging infrastructure (including replacing the deteriorating water pipe systems so that we don't have another catastrophe like the recent one near UCLA). Additionally reforming the prison system to avoid early release of dangerous prisoners, and reforming the foster care system so that children are not placed into dangerous environments would be better suited for this money. Those are just a few of the suggestions that would be much more deserving of billions of the taxpayer's money than a short sighted project that could potentially bankrupt this state.

Submission 1094 (Teryann Brannian, August 31, 2014) - Continued

Thank you for your consideration,

Teryann Brannian

33105 Santiago Rd. # 137

Acton CA 93501 661-714-1717

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1095 (Michele Brett, August 29, 2014)





Submission 1095 (Michele Brett, August 29, 2014)

Michele Brett 34401 Weststar Acton, CA 93510 Page 2 of 3

The following are some of the concerns I have regarding the High Speed Rail and its' effect on both my family and the value of my home.

Air Quality Impact:

After attending the Acton scoping meetings, it is very clear to me that the High Speed Rail Authority is unsure of the impact that the construction and implementation of the train will have on our air quality. My son is currently 7 years old and obviously in the middle of his physical development. I am very fearful for his future health not knowing what is going to be done with the massive amount of dust and dirt that is to be removed from the train's path. Very little assurances are given at any scoping meeting regarding questions about this issue. It seems to be a surprise to Michelle Boehm (a representative of the HSRA) that Acton is a very windy corridor.

Rural Lifestyle Impact:

Eleven years ago, my husband and I made conscientious decision to move to Acton to live in a rural lifestyle. Acton does not have any street signals, or chain grocery stores. The library and the markets both have areas to park your horse. In the evening you are lulled to sleep with the sounds of neighborhood animals, the occasional coyote and owls. A train running through our area creating a loud noise when exiting and entering a tunnel nine times and hour from 5 a.m. to midnight would disturb the peacefulness that is part of our community. I know that this noise would be a hinderance to me going about my daily lifestyle which includes riding horses and training animals. I am less than a 1/4 of a mile from the train's proposed tunnel entrance/exit. Please tell me how am I supposed to ride a horse with the constant noise. I did not move all the way out here to listen to a speeding train nine times and hour.

This community has issues with light pollution. Residents have gone to court over lighting issues, yet the HSRA doesn't have to comply with this? We value our evening darkness here. We are a rural community and we are determined to keep it that way.

Impact on My Home's Value:

Any home's value is based the particular kind of lifestyle associated with the community in which the home is located. A speeding train going through Actor creating noise, poor quality air, destroying wildlife, and contaminating residential well water will do nothing but decrease the value of my home. For most residents of California, their home is an investment in their future. It is my contention that the High Speed Rail is going to destroy Actor and my home will have little or no value. Nobody is going to want to live in this town.



Submission 1095 (Michele Brett, August 29, 2014) - Continued

Michele Brett 34401 Weststar Acton, CA 93510 Page 3 of 3

I believe the thing that concerns me the most is the dismissive attitude of the representatives of the HSRA when discussing issues that are of the utmost concern to anyone - the health, safety, and prosperity of their family.

Submission 1096 (Sharon M. Bricker, August 31, 2014)

Palmdale - Burbank - RECORD #373 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Sharon M. Last Name: Bricker

Professional Title: **Business/Organization:**

Address: 5604 West Avenue W-14

Apt./Suite No.:

City: Acton State: CA 93510 Zip Code: Telephone: 661-269-4424

Email: brickmom@hughes.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: After several drafts to attempt to express my thoughts and concerns, which are many, I've come to the realization that "less is more" . so I am going to summarize as best I can versus sending the equivalent of a book.

I believe you understand the numerous concerns of the Acton community and surrounding areas . it's just that I and many others question whether you truly are listening our expressions of them. High on the list of the many concerns is how the construction and movement of the tons of earth will affect our wells. Your studies cannot guarantee the safety of our water supplies. This is one of many reasons for the recommendation for the route to be selected below.

I personally do not endorse the allocation of the state's financial resources in building a high-speed rail system but, since our "leaders" are hell-bent on a high-speed rail system, at least, let us hope that logic (not politics) will lead to the route that will disrupt the fewest and not impact our water supplies.

Using the map provided by Mark A. McLoughlin (copy attached):

- Ideally, there is a route where no personal or business properties are affected . that would choice number one.
- 2. Since #1 above is highly unlikely, the least invasive and least disruptive route, affecting the fewest properties, and therefore the best route choice, would seem to be the eastern-most leg of the Alternate

Submission 1096 (Sharon M. Bricker, August 31, 2014) - Continued

Corridor - New Study Area (see attached map).

This ridiculous project and the related expenses could be better spent in so many other ways that would truly enhance the State of California . to name a few: improve our statewide water system and resources; aid the agricultural industry in finding better and more resourceful ways to allow the growers to provide the foodstuff so important to local, state and national needs; infrastructure; etc.

Sharon M. Bricker

5604 West Avenue W-14

Acton, CA 93510

661-269-4424

brickmom@hughes.net

EIR/EIS Comment: Yes

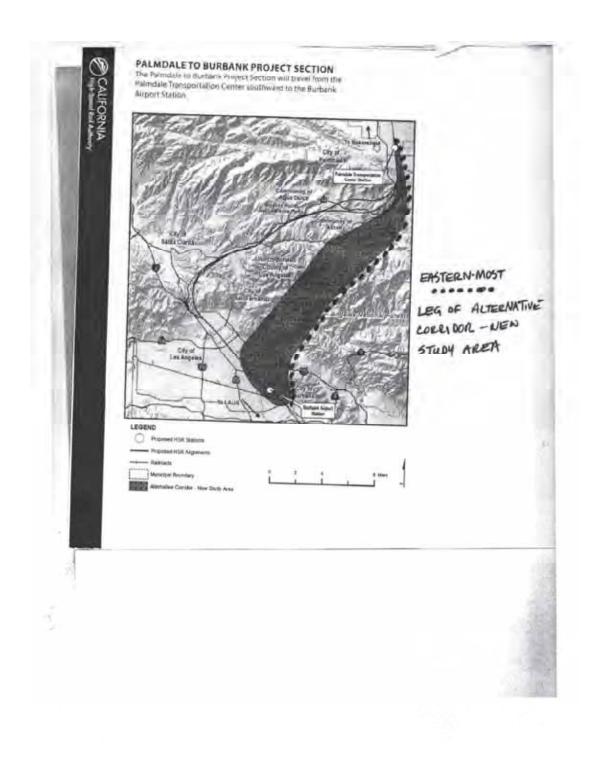
Need PI response : Yes- Standard Response

General Viewpoint on Project :

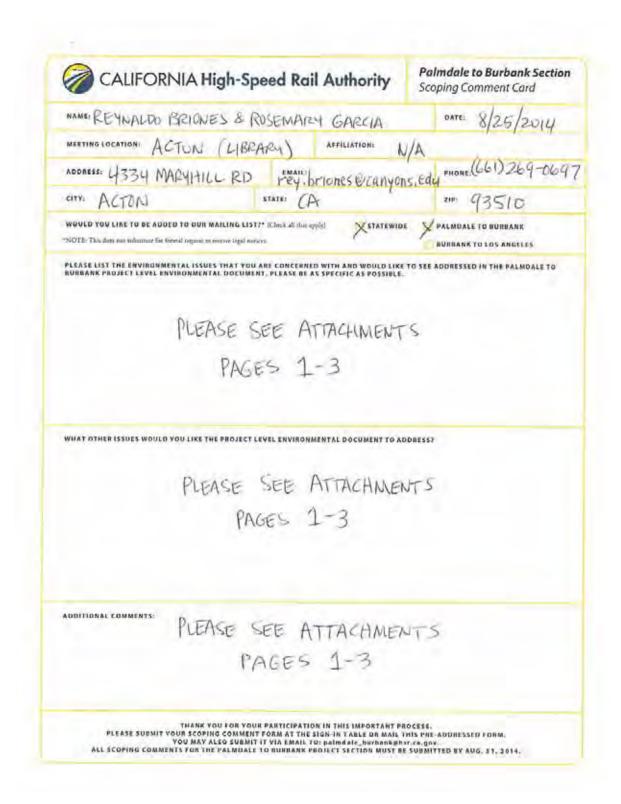
Form Letter :

Attachments: Map.pdf (724 kb)

Submission 1096 (Sharon M. Bricker, August 31, 2014) - Continued



Submission 1097 (Reynaldo Briones, August 28, 2014)





Submission 1097 (Reynaldo Briones, August 28, 2014) - Continued

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PALMDALE TO BURBANK SECTION

SCOPING COMMENT CARD

(Attachments)

Reynaldo Briones and Rosemary Garcia

08/25/2014

4334 Maryhill Road

Acton, CA 93510

(661) 269-0697

Rey.briones@canyons.edu

My Wife and I are completely angry, stressed and disturbed by your decision to even consider a path of travel for a high-speed rail through our town of Acton, CA, and especially our private 20 acre ranch property. The total disregard to, and disruption and hardship this places to our home, family, way of life, health (physical and mental), finances, pets and livestock and our future is indescribable and frankly unbearable. There is no way possible to give you a totally complete list of our concerns, and be aware that they WILL increase with time and more awareness of this totally repulsive project, but we must make an effort, so, with great concern and trepidation we ask your attention and consideration to our concerns.

HEALTH and ENVIRONMENTAL CONCERNS (both to humans and animals/wildlife):

Air quality, dust, fumes, emissions, airborne pathogens and particles, hazardous wastes and materials, noise, vibration, loss of quality and quantity of water and wells and our personal safety and well-being. My wife and I personally suffer some several chronic health issues that would be extremely aggravated by all these. They include, but are not limited to; high blood pressure, sleep apnea, restless leg syndrome, fatigue, anxiety, insomnia, diabetes, glaucoma and allergies. Our pets and livestock and wildlife would also be adversely affected by the above.

Air quality impacts from construction and soil movement and the operation of the High—Speed Rail will be significant and frazardous. Bacteria, fungus, asbestos and other airborne pathogens will cause cancers, respiratory diseases, Valley fever and several other ailments.

We get our water from a well that we dug, purchased and maintain. There will be loss of production quantity, quality and depth of our well/water due to construction, vibration, tapping into the source and tunneling. These will also cause contamination by hazardous materials, wastes, particles and chemicals that enter our water source and wells.

1





Submission 1097 (Reynaldo Briones, August 28, 2014) - Continued

Noise and vibration from construction, operation of the Rail and traffic will also cause major problems to health and quality of life. When will we get restful sleep? My wife works the graveyard shift and already has issues when attempting to sleep during the day (see aliments listed above). My health issues will also be aggravated by this. How will we study for tests, worship at church, enjoy peace and tranquility? The topography of our area and property will negatively enhance these issues.

Increased traffic from construction equipment and vehicles, workers personal vehicles, road closures, and Rail crossings will have a negative impact and disruption to our travel times and road access and our safety by increasing distractions, possible derailments, and the chance for collisions and pedestrian injuries. Access to emergency vehicles would be delayed and we live in an area that is already "fand-locked" with only one route in/out so egress is already impeded during episodes of emergency.

The aesthetics and beauty of our property and area will be greatly diminished. We have beautiful 360 degree views from our property. The fencing, elevated structures, sound barriers, rails, and trains would destroy our natural surroundings.

Acton in general and our property in particular are areas known as "sensitive habitats" for all of the following reasons, species and inhabitants; Migratory route for birds and tarantulas, California Quail, horned toad, kangaroo rat, road runner, red legged frog, beetle, coyote, bobcat, deer, mountain lion and bear, chaparral, manzanita trees, California Condor, red-tailed hawk, unarmored three spine stickleback, Santa Ana Sucker, two striped garter snake, horned lizard, as well as several others.

The rural, agricultural and recreational use and pleasure of our property will be adversely affected as well. How will we ride our horses, hike, walk, bike, tend our gardens, relax in our porches to watch the sunrise and set with all the noise, dust, vibration, loss of property, access limitations, etc.?

This project will have a significant adverse impact on our private property rights and public areas. Our property values will plummet (and already have with just the "idea" of a High-Speed Rail going through us!), prospective buyers will look elsewhere, local business will fail and no others will come to take their place, our town's tax base will decline dramatically. Our future plans for growing a profitable orchard, opening a first class horse boarding facility with further revenue from movie studio rental, and the development of home sites for our children on our property are now endangered and on hold. We have remodeled our home and made several improvements to our property and currently continue to do so at considerable cost, time and labor. Our home is a "custom" house with an irreplaceable 20 acre parcel of land that we planned on living in for the rest of our lives!

All the concerns, negative impacts and issues listed cause us grave physical, mental and financial collapse. Our ability to continue our way of life and the value of our property will be gravely and irrevocably damaged. If this project is allowed to continue and /or is completed, we expect to be FULLY compensated by the Authority and all other entities involved for the FULL value of our ENTIRE property both real and personal and any and all losses and damages to our health and well-being!

In conclusion please reconsider this project and do not infringe on our happy, peaceful, tranquil lives and environment we are accustomed to and have a right to enjoy.



Submission 1097 (Reynaldo Briones, August 28, 2014) - Continued

Thank you for your time and consideration,

Reynaldo Briones and Rosemary Garcia



Submission 1097 (Reynaldo Briones, August 28, 2014)





Submission 1098 (Fritz Bronner, August 14, 2014)

CALIFORNIA High	-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: FILTZ BRONNER	,	DATE 8/14/14
MEETING LOCATION LUT Bee C	1	sift 1
ADDRESS: 11416 DECAS A	#Branner pearly	link phones
LITY LUT	STATES CA	214: 9134L
WOULD YOU LIKE TO BE ADDED TO OUR MAILING *NOTE: This does not infiniting for formal regions to excein be		PALMOALE TO BURBANK L-SURBANK TO LOS ANGELES
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ADDITIONAL COMMENTS: This The State a Poysins Ale	15 A silly buy 18 1- Lefi & A wy 22	wastefull Billion dollari in
THANK YOU FO		



Submission 1099 (Susie Brooks, August 29, 2014)

8-29-14

Mr. McLaughlin-

I strongly appose any HSR proposal for what should be obvious reasons:

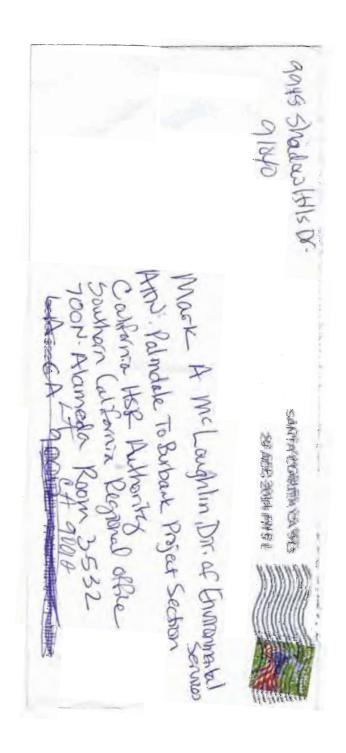
- The State cannot afford it.
- Saftey we are in earthquake country a tunnel from Palmdake to Burbank ??!
- Environmental
- The vague and non-specific map-almost 500 square miles?

Common Sense should detate that any HSR would not be fesible in any way. I do not want this to go through the Big Tujunga wash or Shalow Hills.

Susic Brooks 9945 Shadow Holls Dr. Sunland CA



Submission 1099 (Susie Brooks, August 29, 2014)



U.S. Department of Transportation Federal Railroad

Administration

Submission I100 (Elaine Brown, August 28, 2014)

Palmdale - Burbank - RECORD #303 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Yes Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Elaine Last Name: Brown

Professional Title : Business/Organization :

Address: 11445 Skyland Rd

Apt./Suite No.:

 City:
 Sunland

 State:
 CA

 Zip Code:
 91040

Telephone :

Email: lannyb1@aol.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Here are my comments, and my husband's comments, too.

My husband, Lloyd Moore, has read my comments and has asked me to type and email his comments for him for two reasons. One, he does not do email, and two, he wishes to add some things which I neglected to mention. I will list his addition comments and will resend my own comments below them. Thank

From: Lloyd Moore 11445 Skyland Rd Sunland, CA 91040

The Angeles National Forest is in severe distress. Five years ago, 160,000 acres, much of it on either side of Big Tujunga Canyon Wash, burned to a crisp in what is known as the STATION FIRE. It was a terrible and devastating fire from which it will take at least a couple more decades to recover. That is providing the Forest can survive the extreme drought to which it is being subjected at this time. Additionally, because of the distressed nature of the forest insects are attacking a number of our pine trees and the wildlife is struggling particularly as to drinking water. At such time that it does rain, because of the fire and the drought mud slides and severe runoff can be expected.

The water which flows through the Big T Wash is federal water. The dam is a federal dam. And the Army Corps of Engineers are adamant that these waters shall stay pristine; construction equal to the kind that it would take to blast tunnels and build numerous bridges would be of great jeopardy to these waters.

This area of the forest is a primary source of watershed particularly for Sunland-Tujunga (the City of LA) and is the last City source of clean ground water; it should therefore remain completely undisturbed.

There is not only the wildlife corridor which runs along the south side of the wash and the road, but the entire area is networked with wildlife corridors which follow and cross the wash in many and various places. What of the

Submission I100 (Elaine Brown, August 28, 2014) - Continued

lions, bobcats, coyotes, deer, and other wildlife that depend on these paths to travel through this area?

There is no way that the bullet train can come out of the forest at the mouth of the river located in Sunland without building a massive structural bridge to keep the train out of flood water, to cross Oro Vista Pvt (a city street crossing the river) which gives access to the Riverwood Ranch development, to be able to go over the State Preserve and the Angeles Golf Course, over Foothill Blvd, and over the 210 Freeway, but necessary to prevent the eventual and inevitable flooding of the tracks. This bridge would be a costly and environmental disaster. In order for residents of Riverwood Ranch to go to the market or the gas station, the residents would have to cross under this massive bridge which would abut a nine-acre park and a wildlife corridor, and frankly such a structure would be very ugly in an area where the views of the SFV and the Angeles Forest are magnificent. This is after all the entrance to the Angeles National Forest.

The horse area located along the Big T Wash in the Forest all the way to Hansen Dam would be destroyed. To ride horses in a proximity to a bullet train would be very risky and foolish. This train would devastate one of the largest horse areas in the City of Los Angeles including Lopez Canyon, Pacoima, Lake View Terrace, Shadow Hills, Sunland, Tujunga, and along the Big T Wash in the Forest. Five or so years ago, Wendy Greuel passed a motion in LA City Council which permanently MINIMIZES the residential building DENSITY for these "A" zoned properties from just east of Oro Vista Ave along Big Tujunga Road to the City Line in order to maintain a rural buffer zone between the wilderness and urban housing. A bullet train would undermine the intent of this "non-repealable" General Plan Amendment. So what happens to that community and city intent?

The Scenic Corridor Specific Plan calls for only two places where horse riders may gather for a community ride and one of those places is located in the nine acre park, Oro Vista Park, mentioned above. The Public Intent for this area is for rural enjoyment in a peaceful, agriculturally zoned area.

And attached are my comments sent yesterday. eb

From: Elaine Brown 11445 Skyland Rd Sunland, CA 91040

There are so many reasons to stay away from trying to build a HSR through the Angeles National Forest.

First, there is the fact that the San Gabriel mountains are networked with earthquake faults. Locally, there is a major fault that dumped tons of debris closing Big Tujunga Road in Sunland after the 1971 Sylmar quake. Can you imagine what would happen if there were a major accident in the middle of an isolated area of the National Forest? The train would pass over many high bridges, travel along steep drops, and through numerous tunnels where access in case of an accident would be very difficult.

Second, what of the chaos that would be generated by the construction and the ongoing affect of the train after completion. Most troubling is that no thought appears to have taken place about the traffic from hundreds of work trucks and workers plus massive machinery invading the Forest to blast tunnels, build bridges and lay track or the chaos that explosions would bring to our sensitive Angeles wildlife. The Forest is full of wildlife that lives now in relative peace and quiet, and this is what we want for our wildlife not trains particularly ones that move 200 mph disturbing them. How do you blast a number of tunnels and build bridges without ruining the serenity of this natural National Forest environment? Again, what happens to the wildlife? Does anyone really think this is a good idea? I cannot fathom that anyone would, but it seems that Los Angeles County Supervisor Antonovich does. And disturbing the rural lifestyle of our area seems to be okay with him, too.

Submission I100 (Elaine Brown, August 28, 2014) - Continued

I am appalled that Supervisor Antonovich would take the side of one rural area in the Antelope Valley and sell out another in Sunland, Lake View Terrace and Lopez Canyon. I live in Sunland in LA City on agricultural property where I care for a number of rescued animals including nine rescued equine. If the bullet train should come through the National Forest as it appears the Supervisor imagines, it would zip right along a wildlife corridor, fly by our development of "A2" properties at 200 mph in the Big Tujunga riverbed, through Lake View Terrace where nearly all are agriculturally zoned properties populated with domestic animals, and "around Hanson Dam" where there is a wildlife refuge. All of this area is just as rural as Acton and Sand Canyon which are already located close to the 14 Freeway although few homes exist very close to that corridor whereas there are many rural homes in the Forest, in Sunland and in LVT located along the Big Tujunga wash.

Third, the Big Tujunga wash is subject to extreme flooding in rainy years. In 1969, FEMA did a study of the Big Tujunga flood that took place in order to better understand the shifting of the alluvial soils in this wash. The Foothills bridge was destroyed by that flood as were several homes.

Fourth, the 14 and 5 Freeways are ideal to bring this project through for they are already oriented for traffic. A bullet train would make little difference. The roads and infrastructure are already there, the traffic is already there, workers and equipment would have easy access to the project, and no Bears or Deer would die to build another train with a higher speed. If an accident, triggered by an earthquake happened, the track would be within easy access of First Responders.

Fifth, is the cost. What would the additional cost be for a 13-mile shorter route which would decrease the travel time from Palmdale to Burbank by less than four minutes at 200 mph? How can shorter by 13 miles and three plus minutes logically compensate for the additional dollars, the permanent environmental risks, the disturbance to rural properties located along the riverbed, and the chaos a Forest route would create? And it is certainly not a more direct route.

Please use some common sense. Bring the HSR down along the already existing transportation corridors, the 14 and 5 Freeways, and leave our rural properties, and the Angeles National Forest in peace.

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

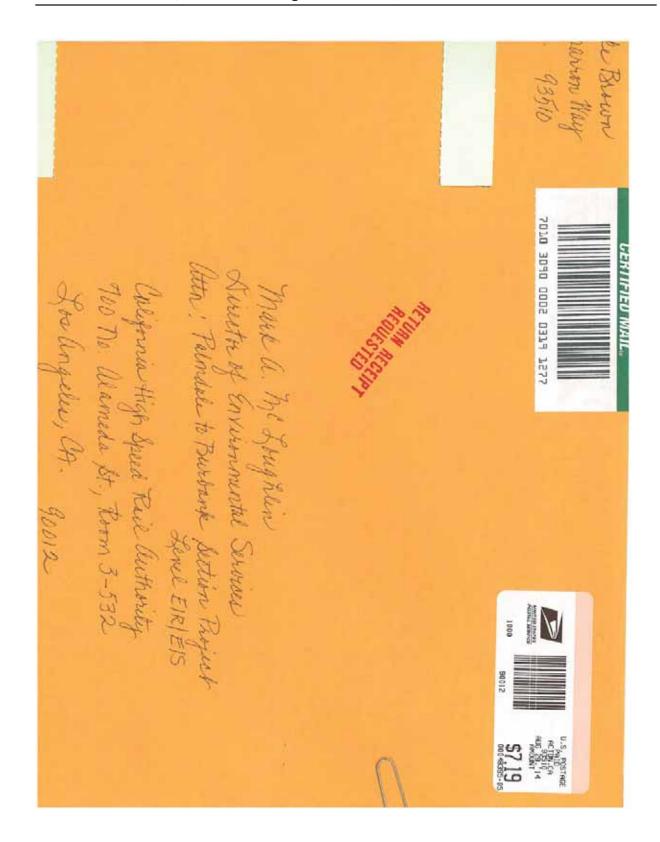
General Viewpoint on Project: In Opposition to Alternative Corridor

Submission I101 (Gail Brown, August 29, 2014)

CALIFORNIA High-	Speed Rail	Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: SAIL BrOWN			one -24-14
MEETING LOCATION:		AFFILIATIONS	
32144 Cimarron wa	EMAIL:		PHONE: 269-5742
maclon	STATES CO.	lif	x10:93510
WOULD YOU LIKE TO BE ADDED TO DUS MAILING. "NOTE This does not substitute for formal require to excise lega-		STATEWIO	BURBANK TO LOS ANGELES
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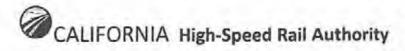
U.S. Department of Transportation Federal Railroad Administration

Submission I101 (Gail Brown, August 29, 2014)





Submission I102 (Jan Brown, August 29, 2014)



Palmdale to Burbank Section Scoping Comment Card

NAME Jan Brown

MEETING LOCATION ACTON LIBORARY APPLICATION: BUSINESS DUCTIEN

ADDRESS: 3807 W. Scerra Hwyth EMAR: Print Shopacton Bool com PHONE (661) 269-1190

ar Acton

STATE CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) *NOTE. This does not substitute for formal request to receive legal notices.

STATEWIDE

PALMDALE TO BURBANK

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Airborne Fungus/spores unknown until dirt is moved. Similar to Valley Fever Respiratory issues with heavy equipment operators but especially residents of Acton ruguspecting

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

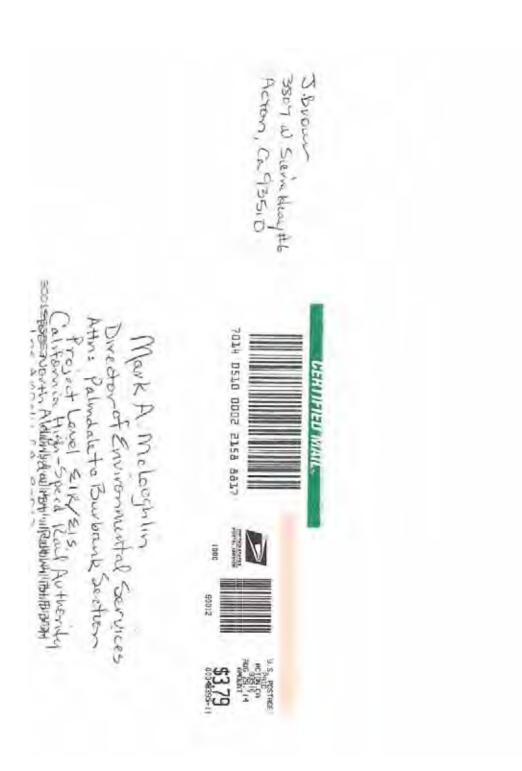
"Trainkill" can we expect Animal and human access to the tracks to be safe + secure

Ultimately this project well happen and we are just collateral damage !

> THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: politidale burbank@hsr.ca.gov ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I102 (Jan Brown, August 29, 2014)





Submission I103 (Tom Browne, August 7, 2014)

NAME: 10M BRG	WNE			DATE: 7 AUC 2014
MEETING LOCATION:			AFFILIATION:	
ADQRESS:		EMAILS & browne gitte hormand PHONES (5/2) 480-3		rmail PHONE: (5/2) 48U-3254
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Submission I104 (Diane Bumford, August 30, 2014)

Palmdale - Burbank - RECORD #424 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Michael Last Name : Alvidrez

Professional Title: Business/Organization:

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: malvidrez@earthlink.net

Cell Phone:

Email Subscription : Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Hello,

I am contacting your agency to state my objection to the HSR project. As a public stakeholder, I believe this proposal is a determent to the surrounding community of citizens, the environment and the ecosystems of all who share public use of the current trail mountain/access.

Regards,

Diane Bumford

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: Oppose CAHSR Project

Form Letter :

Submission I105 (Carrie Burrell, September 12, 2014)

Palmdale - Burbank - RECORD #816 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date: 9/12/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Carrie Last Name: Burrell

Professional Title: **Business/Organization:**

Address: 10561 Mahoney Drive

Apt./Suite No.:

City: Shadow Hills

State: CA Zip Code: 91040

Telephone:

Email: CBurrell@MissionValleyBank.com

Cell Phone:

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Sent via email

September 10, 2014

Mark McLoughlin

Director of Environmental Services

California High Speed Rail Authority -- Southern California Regional Office 700 N. Alameda Avenue - Room 3-532

Los Angeles, CA 90012

Dear Mr. McLoughlin:

I am a homeowner in Shadow Hills, CA. Because I am unable to attend the upcoming September 16, 2014, Board Meeting to provide my comments with regard to the Palmdale to Burbank proposed alternate route in person, I am writing to you today to express my deep concerns regarding the 'alternative proposal' wherein the HSRA is studying the feasibility of tunneling through the San Gabriel Mountains in order to a) avoid the conflicts experienced with the communities / politicians of the Santa Clarita Valley and b) establish a more direct route to the Burbank Airport proposed station.

While news of this sort is never welcome, the manner in which this alternate route was announced to the communities involved was so poorly thought out that it has done nothing more than confuse, frighten and enrage those that may (or may not) be affected. How is it possible that an esteemed group of business people such as yourself and your fellow Board Members proceeded with a plan to rollout 'Scoping Meetings' wherein no real information was shared, and worse - no direct questions were answered. Property Owners throughout the areas possibly effected deserved more than the 'Dog & Pony Show' they received. These errors aside, allow me to remind you of the real concerns those of us that may (or may not) be impacted by the alternative route share:

Will our homes be taken by the rules Eminent Domain? Almost worse, how negatively will our property values be impacted should the HSRA not need to actually acquire our property, but instead daylight a 200 mph train within our immediate area?

Submission I105 (Carrie Burrell, September 12, 2014) - Continued

- 2) My understanding is that the original HSR project specifications (within Prop 1A) stated that the route would follow existing transportation / utility corridors. To my knowledge, there are NO EXISTING TRANSPORTATION or UTILITY CORRIDORS within the Angeles National Forrest, nor in Shadow Hills
- 3) The absurdity of performing an EIS encompassing the entire area presented (as a possible alternative route) to identify an appropriate 150 200 foot wide trail / tunnel (Michelle Boehm, 08/14/14) only serves to further demonstrate the complete lack of respect for the tax dollars which have been entrusted to the HSRA (sadly, by misguided & mislead voters).
- 4) Lastly though certainly not least, the significant impact on wildlife as well as the Angeles National Forest itself.

On a personal note, my husband and I have created a beautiful home with views of the entire San Fernando Valley. We have (and continue to) work very hard to maintain what we hope to be a legacy for our family. Having had one home destroyed in the Northridge Earthquake, I am fearful of losing yet another (or the equity which have worked so hard to build) to something far worse. While the first was destroyed by an act of God - this time it would be by the acts of bureaucrats - something I personally find much harder to recover from.

In closing Mr. McLoughlin (and all of you copied on this email), I ask how you may have reacted should you have found the HSRA Public Scoping Meeting Notice in your mailbox one evening, attended the meeting to learn more about the project - only to have been told nothing of real value - though you were given a brochure describing the means in which the HSRA could take your home, yet not enough information to determine if the threat is real? While I fully understand that engineers can accomplish anything given enough money - have you not ever asked yourself "Does this project truly make sense?"

Respectfully, Carrie Burrell Carrie Burrell 10561 Mahoney Drive Shadow Hills, CA 91040 carrieburrell@earthlink.net

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to CAHSR Project, In Opposition to Alternative Corridor

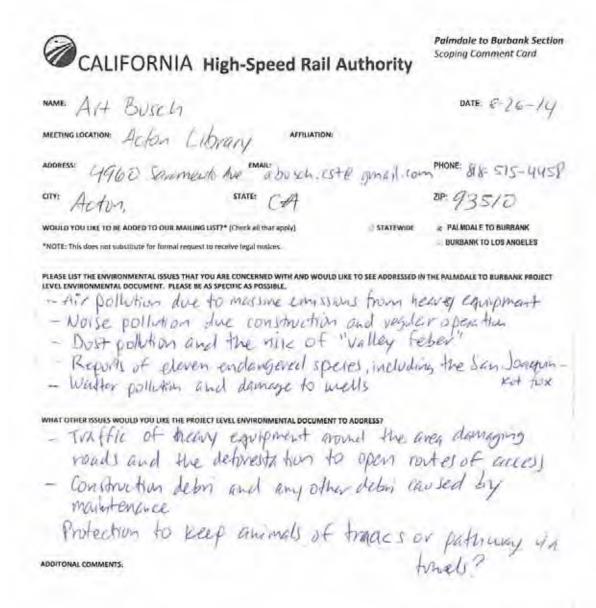
Form Letter :

Submission I106 (Debbie Burton, August 11, 2014)

	tigh-Speed Rail Autho	rity Palmdale to Burbank Section Scoping Comment Card
NAME Delibe Bur	eten	DATE: 8-11-14
MEETING LOCATION: Actua L	brosicy AFFILIATIO	N:
	, Cyn KD. Elle bustino	COS. Com PHONE 1455-1772
CITY: Actor	STATE: CA	x10: 935/0
WOULD YOU LIKE TO BE ADDED TO DUR	The San Control of the San Contr	STATEWIDE PALMDALE TO BURBANK BURBANK TO LOS ANGELES
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ADDITIONAL COMMENTS:		



Submission I107 (Art Busch, August 29, 2014)



THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmidale burbank@hise.ca.gov

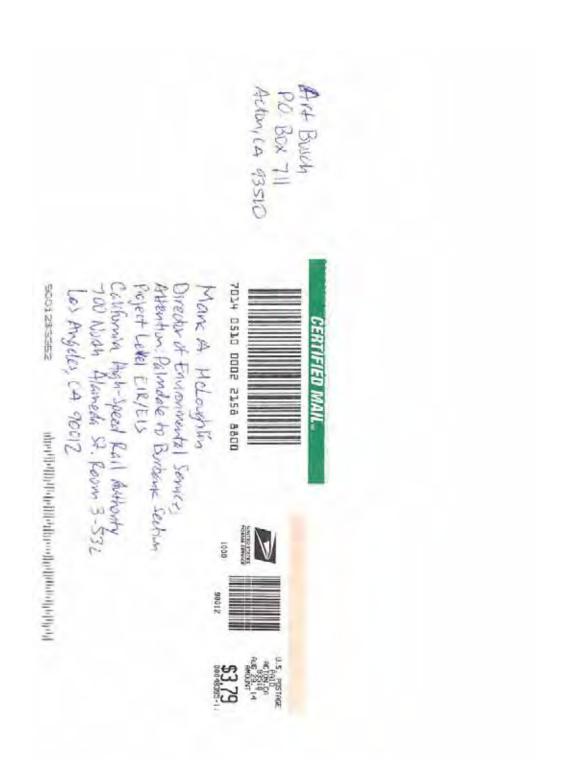
ALL SCOPING COMMENTS FOR THE PALMIDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:





Submission I107 (Art Busch, August 29, 2014)





Submission I108 (Kenneth Buttrey, August 11, 2014)

	gh-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
"AME: Kenneth Edwar	rd Buttrey	DATE: 8-11-2014
MEETING LOCATION: Actor	AFFILIATION: ROSI	lent-Rowens Pottoge Cyn ove
P.O. Box 390/28625 Bot Action, CA 935/0-039	logger Cyn Kalint klobachvanche	CHI THE PART
arn Acton	STATES Calif.	2114 93510-0390
WOULD YOU LIKE TO BE ADDED TO OUR MA	The state of the s	E PALMDALETO BURBANK BURBANK TO LOS ANGELES
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Submission I109 (Joan Carol Byrd, August 29, 2014)

AUGUST 29 2014

MR JEFF MORALES CEO California High Speed Rail Authority 770 L St Ste 800 Sacramento Ca. 95814

I am totally opposed to any type of HIGH SPEED RAIL anywhere near the Santa Clarita Valley and for that fact I am totally opposed to the High Speed Rail of any type. We are spending \$25 Billion on Illegal's and Brown is trying to tell us our Budget is balanced when it is not (Still have unfunded programs)

I live in the Santa Clarita Valley and am a Realtor of 41 years. I cannot stand buy while you people in Sacramento continue to waste my tax money when so many other things such as Streets need attention and our gas money taxes was supposed to cover this (many times)

- 1. Also do not increase our Gas Tax The Rail will not help this situation at all.
- 2. Do you know how close your rail may come to our schools
- 3. What about Earthquakes?
- 4. NO HIGH SPEED RAIL ANYWHERE IN CALIFORNIA

Sincerely,

JOHNBIND

CHSRA DAN RICHARD



Submission I109 (Joan Carol Byrd, August 29, 2014) - Continued

AUGUST 29 2014

MR JEFF MORALES CEO California High Speed Rail Authority 770 L St Ste 800 Sacramento Ca. 95814

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- 4. NO HIGH SPEED RAIL ANYWHERE IN CALIFORNIA

Sincerely,

OAN BYRD

c CHSRA DAN RICHARD

Submission I109 (Joan Carol Byrd, August 29, 2014) - Continued



Submission I110 (Jerry and Marisa Byrd, August 31, 2014)

Palmdale - Burbank - RECORD #384 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jerry

Last Name : Jerry
Byrd

Professional Title : Business/Organization :

Address: 9532 La Canada Way

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

 Telephone :
 818-430-4189

 Email :
 jb65@sbcqlobal.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr McLoughlin,

We are writing to voice our opposition to the 500-square-mile new study area proposed by Supervisor Antonovich. Our neighborhood of Shadow hills is directly in the path of this area. As residents, we can assure you there is no path through the Big Tujunga wash, Sunland, or Lakeview Terrace that will not destroy our community and/or degrade sensitive environmental habitats.

We are not opposed to HSR, however the route must be through commercial or industrial areas, so that you will not destroy neighborhoods. The original proposed path along the 14 and 5 freeways is far superior.

We have one of the last equestrian neighborhoods left in Los Angeles. and the resisdents here have long fought to preserve it. Make no mistake, to even consider bringing the rail through here will is doomed to failure and would be a massive waste of taxpayer money. The community is rising up, and this is just the beginning.

Please join us and stop this proposal dead in its tracks!

Sincerely,

Jerry and Marisa Byrd 9532 La Canada Way Shadow Hills, CA 91040

(818)430-4189

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Prefer SR 14, Do not prefer Alternative Corridor

Form Letter :

Submission I111 (Susan Cahill, August 27, 2014)

Palmdale - Burbank - RECORD #283 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: No Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Susan Last Name : Cahill

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: State:

 State :
 CA

 Zip Code :
 000000

Telephone :

Email: susan_cahill@hotmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr. Morales,

This is to request consideration of alternative viable options for the proposed high-speed rail route along the 14 freeway in north Los Angeles County. It appears that a tunnel oriented alternative could provide a more direct, faster, and more cost effective route, which would also be less community-invasive.

It is important to minimize any negative impact on local schools and residential housing along the HSR route. Please take this into consideration when deciding on the route between the Antelope and San Fernando Valleys.

Thank you.

Susan Cahill

U.S. Department

of Transportation Federal Railroad

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project: Unknown

Submission I112 (Camille Caiozzo, August 29, 2014)

Palmdale - Burbank - RECORD #526 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Camille Last Name: Caiozzo

Professional Title : Business/Organization :

Address: 10540 McBroom Street

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

Telephone :

Email: ccaiozzo@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

August 29, 2014

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

RE: PALMDALE TO BURBANK

Dear Director McLoughlin:

I understand that the Shadow Hills

rural residential area is potentially going to be greatly impacted by the High Speed Rail route that is to be developed in the North Los Angeles County area

Please note that as a property owner and horse owner in Shadow Hills, I strongly object to any plan that may impact this area due to the following: * The plan currently defines a"vague and non-specific Alternative Corridor - New Study Area."

New Study Area."

* It is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR.

* Shadow Hills is in the eye of the storm for the HSR alternative line and that

* Shadow Hills is in the eye of the storm for the HSR alternative line and that you are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. This is defined as an agricultural, rural area with defined natural habitats for animals in the Big Tujunga/Little Tujunga/Mitigation areas. Lines need to go through commercial and industrial areas, not residential or sensitive environmental.

* The myriad of environmental obstacles raises insurmountable costs and is infeasible.

Submission I112 (Camille Caiozzo, August 29, 2014) - Continued

* Great impact on property values, scenic highway, earthquake faults, federal waters and endangered species, noise and air pollution, threat to equestrian lifestyle and destruction of our community.

* Our area has already been greatly impacted by transit solutions such as trains, freeways and airports.

Therefore, I plead with you to consider the original Route 14 and 5 alternatives as being far superior.

Thank you for your time and consideration. Sincerely, Camille Caiozzo, Ph.D. 10540 McBroom Street, Shadow Hills,

CA 91040

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter :

Submission I113 (Carla and Shawn Caldwell, August 30, 2014)

Palmdale - Burbank - RECORD #445 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Carla Last Name: Caldwell

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Acton State: CA Zip Code: 93510

Telephone:

Email: cald4him@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle

on so many levels.

First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our

relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by

drastically lowering property values.

The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area.

Noise pollution, electromagnetic interference and radiation also result

in negative impacts to our environment.

Also there is the possibility of instability due to the earthquake faults

California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion

of this project?

As long time residents of Acton, we wish to again voice our strong

objection to this project.

Sincerely,

Shawn and Carla Caldwell Acton, CA 93510

U.S. Department

of Transportation Federal Railroad

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project: Oppose CAHSR Project

Form Letter:

Submission I114 (Wendy Calhoun, August 28, 2014)

Palmdale - Burbank - RECORD #538 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Wendy Last Name: Calhoun

Professional Title:

Business/Organization:

Address: 26852 Canyon End Rd

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387

Telephone:

Email: BenF1706@ca.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: August 28, 2014

Mr. Mark A. McLoughlin

I'm writing in opposition to the proposed High-Speed Rail route along the 14

northern Los Angeles County.

Allow me to impress upon you the following points:

- A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together
- B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the ground alignment.
- C. We definitely oppose the above ground alignment:
- 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

- 2. Eliminates a community church
 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community

Submission I114 (Wendy Calhoun, August 28, 2014) - Continued

Thank you for your consideration.

Sincerely,

Wendy Calhoun

26852 Canyon End Rd. Canyon Country, Ca. 91387

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Prefer Alternative Corridor

Form Letter :



Submission I115 (Maryley Camacho, August 28, 2014)

Palmdale - Burbank - RECORD #584 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Maryley Last Name: Camacho

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000 Telephone: 818-929-5853 Email: maryleyc@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues:

The Cesar E. Chavez memorial in the City of San Fernando is in danger of being destroyed if the proposed SR 14 High Speed Rail Project is approved to travel from Burbank to Palmdale using the existing railways. Therefore I support the alternative would be to tunnel directly through the San Gabriel

As a member of the Public Art Initiative working to make and preserve public art, this idea of a high speed rail way coming through and destroying everything in its path really angers me. I am all for looking for transportation alternatives (I take the Metro everywhere!) but I do not agree with the destruction of culture and history. I do not understand how the California High Speed Rail Authority can proposed to destroy one of the largest Cesar E. Chavez memorials that includes a 100 foot mural by respected muralist Ignacio Gomez, a bronze statue, an eagle water fountain and 10 metal figures that show farm workers in flight to empowerment. It is

SAVE OUR CULTURE AND COMMUNITY PRIDE!

DON'T DESTROY OUR PUBLIC ART AND MEMORIAL FOR CESAR E. CHAVEZ!

Maryley Camacho

*waryley carmaine
(818) 929 - 5853 Mobile
maryleyc@gmail.com <maryleyc@gmail.com>
www.linkedin.com/in/maryley <http://www.linkedin.com/in/maryley>

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Prefer Alternative Corridor

Form Letter:

Submission I116 (Linda Campanella Jauron, Resident, September 11, 2014)

Palmdale - Burbank - RECORD #780 DETAIL

Status: Pending Record Date: 9/11/2014

Response Requested:

Submission Date: 9/11/2014 Affiliation Type: **Public Meeting**

Interest As: **Public Meeting Participant**

Submission Method: Website First Name: Linda

Last Name: Campanella Jauron Professional Title: Homeowner **Business/Organization:** Resident

Address:

Apt./Suite No.:

City: San Fernando

State: CA 91340 Zip Code: Telephone: 818-361-0509 Email: lcampa5000@aol.com

Cell Phone:

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Please do not ghettoize our beautiful little San Fernando by routing the high-

speed rail system through our city limits.

There is a viable and much less destructive alternative that must be utilized in order to protect neighborhoods, public spaces, and business districts through the San Fernando and Santa Clarita valleys.

The planned Valley route will allow a high-speed train virtually to fly passed a middle school and our police station, and there has been no word on what would become of our carefully constructed and maintained bike path. There also seems to be no comment on how it would impact the Metrolink childcare center or our Chavez Memorial, the first such memorials in the country.

The proposed route would nearly cut our community in half. The City of San Fernando is an historically significant California landmark, which has faced and conquered many challenges over the years. We are working so hard to maintain and upgrade our neighborhoods and protect our business districts.

Please choose the Angeles Forest alternative, and SAVE OUR CITY FROM WHAT COULD BE LITERAL DESTRUCTION!

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter:

Submission I117 (Mark Campbell, August 7, 2014)

NAME MARK DAMPISE !!				1	DATE: 8/1/2014
MEETING LOCATION: PHANDEL COLL	here Bene	6-	AFFILIATION: Aseta		
ADDRESS: Por Gor 2139		AUAUC EMAIL:	cuate long @ for	hor ,	PHONE: 661 900 9397
CITY: ROSAMAN	ATE	re: <i>CA</i>			93560
WOULD YOU LIKE TO BE ADDED TO OUR MAI		eck all that sp	plu STATEWID		LMDALE TO BURBANK
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Relived = 5th AT = MINIMA HS ROSER ROBINSON, DA WHAT OTHER ISSUES WOULD YOU LIKE THE	IND BA	and A	edogen em	euper sulta	A her come
his Royan Rabinson, DA	IND BA	and A	edogen em	euper sulta	The with went



Submission 1118 (Julianne and Larry Carlson, August 26, 2014)

Palmdale - Burbank - RECORD #639 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Julianne Last Name: Carlson

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: juliannecc@sbcglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. Mark A. McLoughlin,

My first choice for this project would be to eliminate it entirely. If you can't eliminate this useless "train to nowhere" please know that this Sand Canyon Resident is strongly opposed to this project.

I am writing to Support the alternate alignment plan directly from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

- We adamantly oppose the above ground alignment as it is:

 1. Much too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the
- 2. Eliminates a community church
- 3. Eliminates houses and negatively impacts neighborhoods, reducing property values and scraps our retirement equity.
- 3. Sound Impacts would be horrendously negative for all residents throughout the East end of Santa Clarita with the number of trains planned. Again quality
- of life issues and property values deminished
 4. Visual impacts would be negative for all residents throughout the East end
 of Santa Clarita. Same issues as above
- 5. Eliminates a job center approved for our community which would help bring back the property values that have already been affected by the last economic downturn.
- 6. Legal costs due to residents opposition will be extensive adding further to projected costs and already massive budget overrun.

Julianne C. Carlson Larry E Carlson

Sand Canyon Property Owners with school age child

EIR/EIS Comment: Yes

Submission I119 (Gail Carlson, August 30, 2014)

Palmdale - Burbank - RECORD #441 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Gail

Professional Title: **Business/Organization:**

11416 Dellmont Dr. Address:

Apt./Suite No.:

Last Name :

City: Tujunga State: CA Zip Code: 91042

Telephone:

Email: auntiegailspets@yahoo.com

Carlson

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am a property owner in Tujunga CA and I am totally against the alternate

proposed route from Palmdale to Burbank going through or under via tunneling the Angeles or San Gabriel Moutains by Little Tujunga and Big Tujunga Canyons.

I support the original plan of building the railway along the interstate (5) and

(14) freeways.

Do not drill in out beloved mountains and ruin the natural habitate.

Thank You.

Gail J Carlson 11416 Dellmont Dr. Tujunga, CA 91042

Sunland Sunland Tujunga Neighborhood Council Region 2 Rep.

EIR/EIS Comment:

Need PI response : Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission I120 (Caryn Carruthers, August 29, 2014)

Palmdale - Burbank - RECORD #491 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Caryn Last Name: Carruthers

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: csrcsrs@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Ladies and Gentlemen:

I am a resident of Kagel Canyon and have been for almost 12 years. My husband and I have enjoyed living in the area for many reasons, notwithstanding the peace and quiet and country-like atmosphere, which are some of the reasons why we moved from North Hills to be here.

Our area in and around us, the Tujunga canyons, the mountains and Angeles National Forest, the animals who live there, the many endangered species of plants and animals, the aquifer which supplies many of our wells, and the damage to our forest, are but a few of the reasons why this proposed project should not even be considered to come through this area by way of tunneling into the mountains here. This is foolhardy and is by no means the answer to this project. Using the roadways that already exist (14 Freeway) to have the train run along with makes much more sense and does not disturb anything in the natural structure.

Yes, the population along the 14 has grown, which is not a reason for government types and elected officials like yourselves to take advantage of your constituents on this side of the San Gabriels. These areas are older, more established, and must be listened to with equanimity, and not as second-class citizens. We elected you and do demand that we be listened to as you seem to listen to your other constituents.

By tunneling under the mountains for this project, you are also jeopardizing the stability of the area. Tunneling under Shadow Hills and the other surrounding areas is a travesty. The Environmental Impact Reports would hopefully bear this out. That is, unless you all get in their so-called pocket. Needless to say, with all that government has done to the detriment of many of your constituents, I feel compelled to say this.

I am not a so-called "tree-hugger," but I have skin in the game here. Please make sure you look at both sides of the picture and not just as a financial foray/boondoggle.

Sincerely,

Submission I120 (Caryn Carruthers, August 29, 2014) - Continued

Caryn Carruthers Walter

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I121 (Ramie Case, September 11, 2014)

September 9, 2014

Mark A. McLoughlin Director of Environmental Services Attn: Palmdale to Burbank and Burbank to Palmdale California High-Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin,

I have lived in Sunland since 1995. I opened a childcare center at the base of the foothills in Sunland in 2004. I have been a docent/naturalist for the County of Los Angeles since 1994. I have a long history of education, involvement and protection of our natural resources.

I strongly oppose to the proposed route from County Supervisor Micheal D. Antonovich for the high speed rail route from Burbank to Palmdale. To go directly through several small communities and tunnel through the Angeles National Forest is completely irresponsible and short sighted. My objections are based on several issues.

- 1) Recently there has been discussion of making the Angeles National Forest as a national park. And the next week, there is discussion about putting in tunnels for a high speed rail. How can those two things co-exist? The construction will cause severe damage to an already challenged natural environment. We have so few natural places left, we need to protect them all.
- 2) The number of earthquake faults in the San Gabriel mountains and the instability of the area would guarantee that when the next big earthquake comes and it will this high speed rail will be damaged. And cost us more tax dollars to fix. Not to mention the potential loss of life (and I've heard why it would be less dangerous than a "freeway" but I don't believe it).
- 3) The communities that exist along the foothills are special in their unique locations and personalities. They have more of a small town feel than a big city feel. Having a high speed rail go through this area will be devastating to an area that already has become the dumping ground for the City of Los Angeles' homeless population. It cuts us up more and divides us more. How can that be good for a community?

No one seems to care about the craziness caused by closing our local freeway on and off ramps for construction on the 210. We're not a big city. There are not a lot of ways around this. Big construction projects are designed for a supposed overall big picture but the planners tend to forget or under estimate the impact they have on the real people that live in the communities. I can't even imagine the impact or the duration of the impact this would have on our community.

Submission I121 (Ramie Case, September 11, 2014) - Continued

4) Why are we encouraging transportation to an area like Palmdale? They live in a desert – not an occasional desert like environment – but an actual desert! I don't think that it's in our state's long term interest to continue to encourage people to live in areas that do not have water. It just doesn't make sense. The information I've read said that the commute would be reduced to or by 15 minutes. Why is my community going to be disrupted permanently and the mountain environment adversely impacted so they can have a shorter commute? No one cares about my commute time but I'm supposed be concerned about improving the commute time for the folks in Palmdale – a place they shouldn't be in the first place?

To recap, I am <u>strongly opposed</u> to the proposed route form County Supervisor Micheal D. Antonovich for the high speed rail route from Burbank to Palmdale.

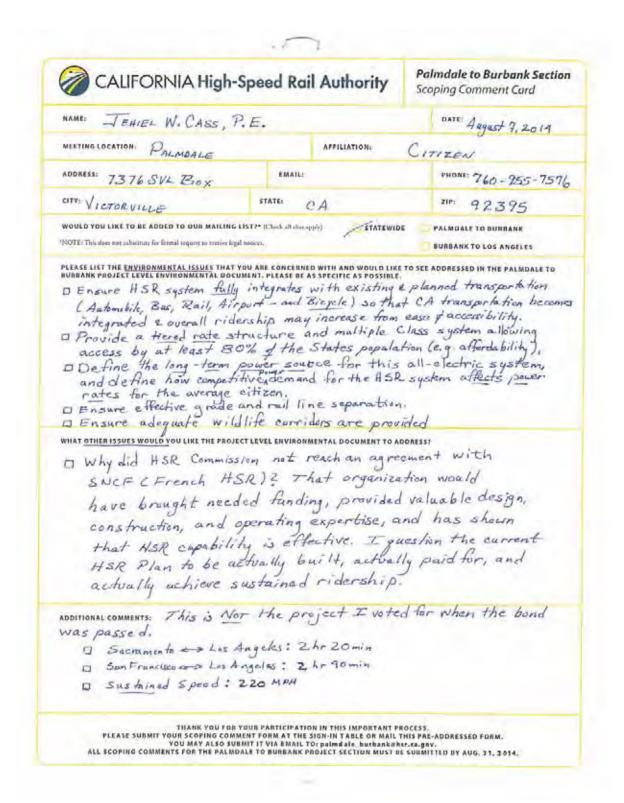
Sincerely,

Ramie Case 8735 Owens St Sunland, CA 91040

U.S. Department

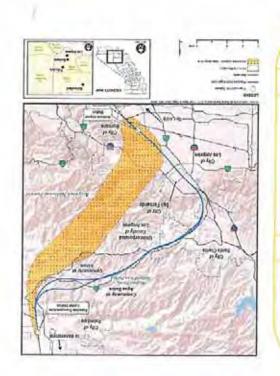
of Transportation Federal Railroad

Submission I122 (Jehiel W. Cass, August 16, 2014)





Submission I122 (Jehiel W. Cass, August 16, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail :

Director Of Environmental Services

Attention: Palmdale to Burbank Section

Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdsle to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SAN ENERO CA SSO 16 NEG 2014 PA 2 L



Mark A. McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532 Los Angeles, CA 90012

90012335303

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Submission I123 (Allen Castro, August 31, 2014)

Palmdale - Burbank - RECORD #369 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Allen Last Name: Castro

Professional Title: **Business/Organization:**

Address: 31255 Aliso Canyon Road

Apt./Suite No.:

Palmdale City: State: CA Zip Code: 93550 Telephone: 661-312-9611

Email: allen@firemanlandscape.com

Cell Phone:

Email Subscription: Statewide Planning Only, Burbank - Los Angeles, Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues:

CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

Name: Allen Castro Date: 08/30/2014

Meeting Location: Acton/Agua Dulce Library Affiliation: Resident of Acton Area

Address: 31255 Aliso Canyon Road, Palmdale, CA 93550<x-apple-data-

detectors://1/0>

Email: alijus@yahoo.com<mailto:alijus@yahoo.com> WOULD YOU LIKE TO BE ADDED TO OURMAILING LIST?" (Check ill

Thaiapply)

PALMDALE TO BURBANK YES

NOTE: This does not substitute for formal request to receive legal notices. f~BURBANK TO LOS ANGELES YES

PLEASE LIST THE ENVIOLED LIVE TO SEE ADDRESSED IN THE CONCERNEDWITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

EIR/EIS should address Wildlife Connectivity in Angeles Forest proposed

EIR/EIS analysis of site specific impacts and allow for maintenance of wildlife movement through the landscape and surrounding habitat reserves and other natural areas.

EIR/EIS analysis of threatened, endangered, proposed candidate and

sensitive species in HSR routes.

Selfalve Species in Fix Totales.

EIR/EIS analysis of fire risk in Angeles National Forest and surrounding communities associated with construction, use and maintenance of HSR. EIR/EIS analysis of Clean Air Act in Angeles National Forest and effects of HSR on Angeles Forest vegetation, the long-term, cumulative and indirect effects to air quality.

EIR/EIS analysis to consider visual impact for Acton, Agua Dulce and Angeles Forest residents who have scenic views from their homes and travel

Submission I123 (Allen Castro, August 31, 2014) - Continued

corridors. Also study noise and vibration impact for all residents. EIR/EIS analysis of noise and startle effects on Angeles Forest wildlife, particularly riparian birds, and the noise effect on wildlife movement and connectivity.

EIR/EIS analysis of potential impact on waters and wells of homes surrounding proposed routes sites.

EIR/EIS analysis of potential impact on water/wells of local water hauling companies.

EIR/EIS analysis of how the Angeles Forest Alternative will be consistent with the goals and objectives of the Santa Clara River Upper Watershed Protection Plan.

EIR/EIS analysis of the impact on the Pacific Coast Trail and consider passage corridor designs and mitigations that respond to the impacts. EIR/EIS should identify where proposed stations, parking lots and additional required infrastructure will be located and the impacts from station development.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Angeles National Forest has many Native American sites of historical importance. There is an active archeological excavation that is on the property surrounding Aliso Creek in Arrastre Canyon in Acton within the newly proposed Angeles Forest Route. Please consult with Dr. Joseph S. (Noble) Eisenlauer - Professor of Archaeology at Pierce College, 6201 Winnetka Ave. Woodland Hills, California 91371<x-apple-data-detectors://2>Phone: 818-710-4100<tel:818-710-4100>.

AT&T was not allowed toexcavate/disturb the ground along Aliso Canyon Road in 2002 to replace the underlying cable due to the Native American sites of historical importance.

Soledad Canyon and Aliso Canyon in Acton contain many historical sites. Please consult with the Acton Historical Society. HSR development in these areas should analyze impacts from large amounts of ground disturbance in heritage –rich areas.

Tunnel boring equipment used for HSR through Agua Dulce, Acton and the Angeles National Forest could disrupt the flow of water to residents' wells nearby and miles away from HSR lines because of the unique geology of the area. During this time of record drought, well failure adds economic hardship to residents who must then buy water to survive and dry wells devalue their property. Susan MacAdams, the former High Speed Rail Planning Manager at Metro, said the tunneling proposal would cost 10 times as much as the surface route and that tunneling would be problematic because large, boring equipment must clear a path beneath the 5 Freeway and major flood control channels. "Like all other ancient river basins throughout Los Angeles County, there is a mixed face of debris: large boulders, soft sand and occasional deposits of tar and oil. Not good for tunnel boring machines. Not recommended," MacAdams wrote in a letter to the Federal Railroad Administration.

The Wilderness Act of 1964 established a National Wilderness Preservation System intended to preserve the unique wild and scenic areas of America's public lands. The Act defined "Wilderness" as - "an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain." HSR through Angeles National Forest flies in the face of the Wilderness Act.

I would also ask that HSR also work closely with geologists not tied economically to the project. Acton and Agua Dulce have many earthquake fault lines running through all three proposed routes. The San Gabriel Fault and the Transmission Line Fault run through the proposed Angeles Forest route.

ADDITIONAL COMMENTS:



Submission I123 (Allen Castro, August 31, 2014) - Continued

Why are you spending tax payer money! I think we have a say as to whether or not we want a 200 mile an hour train going right through our backyard! How would Jerry Brown like it if it went right through his living room? I'm sure it wouldn't go through if that was the case.

Allen Castro
Allen@firemanlandscape.com<mailto:Allen@firemanlandscape.com>
Direct 661.312.9611
Fax 661.392.1093
www.firemanlandscape.com<http://www.firemanlandscape.com>

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter :

Submission I124 (AllenLori Castro, August 31, 2014)

Palmdale - Burbank - RECORD #370 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: AllenLori Last Name: Castro

Professional Title: **Business/Organization:**

Address: 31255 Aliso Canyon Road

Apt./Suite No.:

City: Palmdale State: CA Zip Code: 93550

Telephone:

Email: aljjus@yahoo.com

Cell Phone:

Email Subscription: Statewide Planning Only, Burbank - Los Angeles, Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

Name: Lourdes M. Castro

Date: 08/30/2014

Meeting Location: Acton/Agua Dulce Library

Address: 31255 Aliso Canyon Road, Palmdale, CA 93550

Email: aljjus@yahoo.com WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?" (Check ill thai

PALMDALE TO BURBANK YES

PALMDALE TO BURBANK YES

NOTE: This does not substitute for formal request to receive legal notices.

f~\ BURBANK TO LOS ANGELES YES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE

CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE

PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL

DOLLMENT DIEASE BE AS SPECIFIC AS DOSSIBLE.

DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE

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EIR/EIS analysis of threatened, endangered, proposed candidate and

sensitive species in HSR routes.

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EIR/EIS analysis to consider visual impact for Acton, Agua Dulce and Angeles Forest residents who have scenic views from their homes and travel

corridors. Also study noise and vibration impact for all residents.

Submission I124 (AllenLori Castro, August 31, 2014) - Continued

EIR/EIS analysis of noise and startle effects on Angeles Forest wildlife, particularly riparian birds, and the noise effect on wildlife movement and connectivity.

EIR/EIS analysis of potential impact on waters and wells of homes surrounding proposed routes sites.

EIR/EIS analysis of potential impact on water/wells of local water hauling companies.

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WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

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I would also ask that HSR also work closely with geologists not tied economically to the project. Acton and Agua Dulce have many earthquake fault lines running through all three proposed routes. The San Gabriel Fault and the Transmission Line Fault run through the proposed Angeles Forest route.

ADDITIONAL COMMENTS:

I just don't understand? Would you want to live next to a High-Speed Rail? It does not matter which route is taken through Acton/Agua Dulce, this town will

Submission I124 (AllenLori Castro, August 31, 2014) - Continued

be destroyed. However, according to your brochure, "Encourages sustainable community planning through SMART land use and station-oriented development, which also can reduce pressure to convert farmland and other natural areas to development". If you are trying encourage smart land use and avoid natural areas to be developed, why would you even consider going through Acton/Agua Dulce/Angeles Forest. Because Palmdale wants to be a hub? Also, you state in your brochure, "Benefits the environment by improving air quality, and reducing GHG emissions." What happens during the construction period and all the damage it does to this town? What about the long term damage that is caused to the environment and the water. If congestion and population are such a great concern, why did you not just take

the existing metro link and improve it or add on? This is not to benefit California...this is to benefit the deep pockets behind this project.

The High Speed Rail is not good for California! Initially, it was misrepresented when it was put to vote. Put it back out their to get voted on. Now that people are aware of the damage and corruption, I am sure it will NOT pass!

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission I125 (Lourdes Castro, September 7, 2014)

Palmdale - Burbank - RECORD #721 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/7/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Lourdes Last Name: Castro

Professional Title: **Business/Organization:**

Address: 31257 Aliso Canyon Road

Apt./Suite No.:

City: Palmdale State: CA Zip Code: 93550

Telephone:

Email: aljjus@yahoo.com

Cell Phone: **Email Subscription:** Add to Mailing List:

Stakeholder Comments/Issues: CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

Name: Lourdes M. Castro

Date: 08/30/2014

Meeting Location: Acton/Agua Dulce Library

Affiliation: Resident of Acton Area

Address: 31257 Aliso Canyon Road, Palmdale, CA 93550

Email: aljjus@yahoo.com WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?" (Check ill thai

STATEWIDE YES apply)
PALMDALE TO BURBANK YES

NOTE: This does not substitute for formal request to receive legal notices.

f~\ BURBANK TO LOS ANGELES YES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL

DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE

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corridors. Also study noise and vibration impact for all residents.

Submission I125 (Lourdes Castro, September 7, 2014) - Continued

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ADDITIONAL COMMENTS:

I just don't understand? Would you want to live next to a High-Speed Rail? It does not matter which route is taken through Acton/Agua Dulce, this town will

Submission I125 (Lourdes Castro, September 7, 2014) - Continued

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The High Speed Rail is not good for California! Initially, it was misrepresented when it was put to vote. Put it back out their to get voted on. Now that people are aware of the damage and corruption, I am sure it will NOT pass!

EIR/EIS Comment: Yes

Submission I126 (Rick Ceril, August 11, 2014)

CALIFORNIA High	-Speed Rai	I Authority	Burbank to Los Angeles Section Scoping Comment Card
HAME Rich Cent			DATE: 8-11-14
MEETING LOCATION: ALTEN LIBER	5	APPILIATION:	
ADDRESS: 1843 mary PO	EMAILI		PHONE: 8/8-2/6-08/4
CITY ABTON	STATE: CO	4.	zir: 93570
WOULD YOU LIKE TO BE ADDED TO OUR MAILIN		STATEWIN	E BURBANK TO LOS ANGELES
WHAT OTHER ISSUES WOULD YOU LIKE THE PRO			COMESSI SCHEDIE EVEL GIFE (1)



Submission I127 (Cassandra Chambers, September 11, 2014)

Palmdale - Burbank - RECORD #837 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/11/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Cassandra Last Name : Chambers

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone :

Email: malcass@ca.rr.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Opposed to the High Speed Rail coming through one of the only Equestrian

U.S. Department

of Transportation Federal Railroad

communities left in Los Angeles county. Please revisit this plan that would disturb our rural country habitat that serves as home to so many creatures,

human and otherwise. The Chambers family Residents since 1995

~ Sent from my iPhone, pls excuse the brevity ~ Cassandra

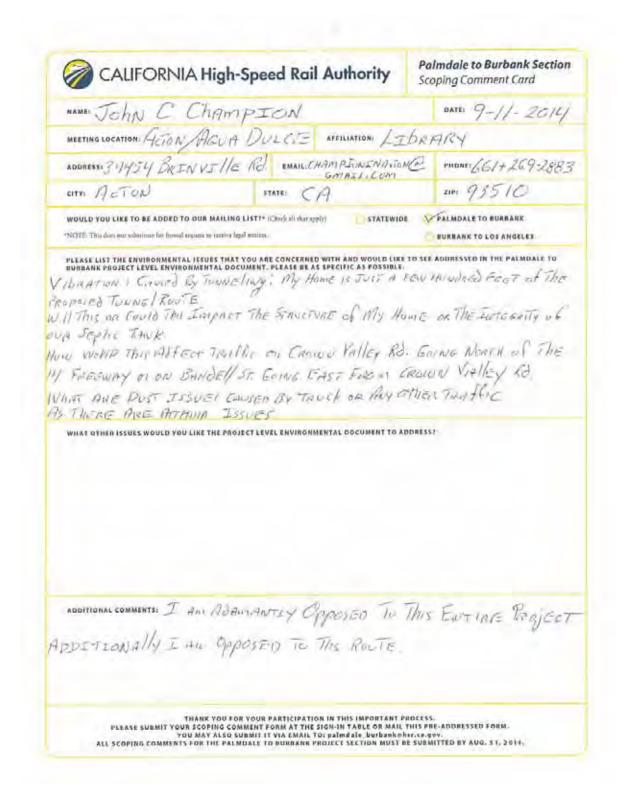
EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter : EIR/EIS Sections :

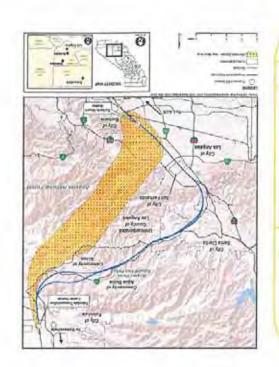
List of Environmental Issues : Non-Environmental Issues :

Submission I128 (John C Champion, September 12, 2014)





Submission I128 (John C Champion, September 12, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLERTIA LEVALI IZ SEP 2011 PH L L



Mark A. McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532 Los Angeles, CA 90012

90012335303

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Submission I129 (Wendy Chance, August 11, 2014)

CALIFORNIA High-Speed Rail Authority	Palma ale to Burbank Section Scopin Comment Card
HAME: WENDY CHANCE	DATE: 8/11/14
MEETING LOCATION: ACTON-ASUA DULCE LIBRARY AFFILIATION: RE	esident of teron
The state of the s	tand com one (6) 269 925
CITY ACTON STATE: CA	211P: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST!" (Check all that apply) STATEWIS TOOTS! "This class next calestimet for formed population recovers legal medites.	DE PALM DALETO BURBANK BURB ANKTO LOS ANGELES
Hoise Dust - I have asthme. Chopping community in half In Schools are impacted.	ise & disclengines at 154) cociodiomycosis ris increases as sou is disturbed yaet on CA guail.
Different routes	Cancel HBR
DM-Heresa 18005	
ADDITIONAL COMMENTS! I AM OPPOSED TO THE A RAIL. It is a waste of MO	Hey and will king money at



Submission I130 (Tracy Cheney, August 30, 2014)

Palmdale - Burbank - RECORD #462 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Tracy Last Name: Cheney

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Lakeview Terrace

 State :
 CA

 Zip Code :
 91331

 Telephone :
 818-881-6808

 Email :
 bltc3@hotmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: August 29, 2014

Mark A. McLoughlin, Director of Environmental Services
ATTN: PALMDALE TO BURBANK PROJECT SECTION

California

High Speed Rail Authority

Dear Mr. McLoughlin,

I only found out this

evening after returning from a long day of teaching school that my home, neighborhood, property values, and way of life is in danger of being irreversibly impacted by High Speed Rail. How could it be that I'm given only

few hours' notice before a major decision is to be made without my

knowledge! This is 2014.

Please read the profile of urban planner, Landscaper Mia Lehrer in the current edition of Los

Angeles Magazine, September 2014, pages 92-94. She's busy trying to repair some of major ecological eyesores like the LA River to the tune of a billion dollar bond. She bemoans the lack of planning and its results, while praising such positive, massive endeavors like the Santa Monica Mountain

Conservancy.
Why would you even risk spoiling some of the last remaining natural open space

in Los Angeles?



Submission I130 (Tracy Cheney, August 30, 2014) - Continued

After reading this article, please explain to us citizens why policy makers entrusted with protecting the uniqueness of Los Angeles wouldn't exercise tremendous caution and foresight.

While past city planners unfortunately did not maintain beautiful freeway corridors, it only makes sense that high speed trains should use the existing commercial and industrial areas, not disrupt residential or the sensitive environmental countryside.

Otherwise, you'll be forcing taxpayers to pay for insurmountable costs when you hit a myriad of environmental obstacles raised by concerned homeowners determined to protect our way of life. Whether you live here or not, Angelinos enjoy benefits provided by this last relatively undeveloped watershed and open

Thank you for routing the high speed rail along the logical I-5, Hwy 14 corridors for those living in the northwest corner of the county who would like to use public transportation to reach downtown.

Yours sincerely,

Tracy Cheney

Lake

View Terrace

818.881.6808

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:



Submission I131 (Jaye Cherry, August 28, 2014)

Palmdale - Burbank - RECORD #569 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Jaye Last Name : Cherry

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: Jciroquois@aol.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: I do NOT want a train to be built through the mountains between Palmdale

and Burbank!!! Use the existing tracks!!!!!!

Virginia Cherry - Burbank

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I132 (Cheryl Child, August 22, 2014)

Palmdale - Burbank - RECORD #198 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/22/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Cheryl Last Name : Child

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: child_cheryl@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: This email serves as notice that I oppose the above ground alignment. I feel that the proposed above ground alignment is putting school children in danger and impacting their learning with the potential noise. Additionally, a community church and several neighborhoods will be destroyed to make room for the project. As a concerned resident of Santa Clarita, I urge the project to seek other alternatives that will not be so harmful to our peaceful

and beautiful community.

U.S. Department

of Transportation Federal Railroad

Thank you, Cheryl Child

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Submission I133 (Frank L Childress, September 12, 2014)

September 9th, 2014

Mark A. McLoughlin, Director of Environmental Services paimdate hurbank@hsr.ca.gov (email)
ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
LA, CA 90012

Dear Mr. McLoughlin:

I understand the need for public transportation and the benefits that a high speed rail system would bring to California. BUT I do not feel that running a high speed train through Shadow Hills is in the best interest of all concerned.

I have a BS in Biology and Psychology and have taught Biology in Burbank for 25 years. I have been a resident of Shadow Hill for the last 6 year and have recently purchased a new home in the area. I realize the detrimental effects, both biological and psychological, on the flora and the fauna of the proposed Burbank/Palmdale high speed rail plan for Shadow Hills.

I reviewed the proposed route of the train and am dismayed at what I see. It disgusts me that the train has be routed through the Angeles National Forest. The toll on the environment would be devastating. The wildlife in the area would not be able to tolerate the disruption of their fragile habitat. This could bring about an entire collapse of the ecosystem. Many endangered and threatened species of both plant and animal would be lost forever.

Shadow Hills is a dense and successful horse community. Bringing the train through our community would devastate the community's ability to maintain their horses. Horses are very sensitive animal, and as with most quadrupeds, interact with their environment through their feet. The vibrations produced by a train that is going 200 plus mile per hour would startle and spook horses before the rider could prevent a tragic horse, especially if the train is under ground and the rider is unaware of the trains approach.

Locations such as existing freeways and highways seem to be a more logical alternative. The disruption of wildlife corridors has already be effected.

Please reconsider the Shadow Hills as a possible route for a high speed rail system. Shadow Hills is just not a reasonable route.

Sincerely,

Frank L. Childress 10032 Wheatland Av Shadow Hills Ca. 91040 fchild@inbox.com

felipe fuentes@lacity.org
Claudia.rodriguez@lacity.org
Wesly.hernandez@lacity.org
Councilmember.martinez@lacity.org
fishdistrict@lacbos.org
shpoa@shpoa.os
zev@bos.lacounty.gov
teresa.lamb@snall.house.gov

Paul krekorian@lacity.org marcos sanchez@asm.ca.gov thell@lacbos.org mcano@lacbos.org raul.bocanegra@asm.ca.gov mayor.garcetti@lacity.org lim.dantona@lacity.org



Submission I133 (Frank L Childress, September 12, 2014)

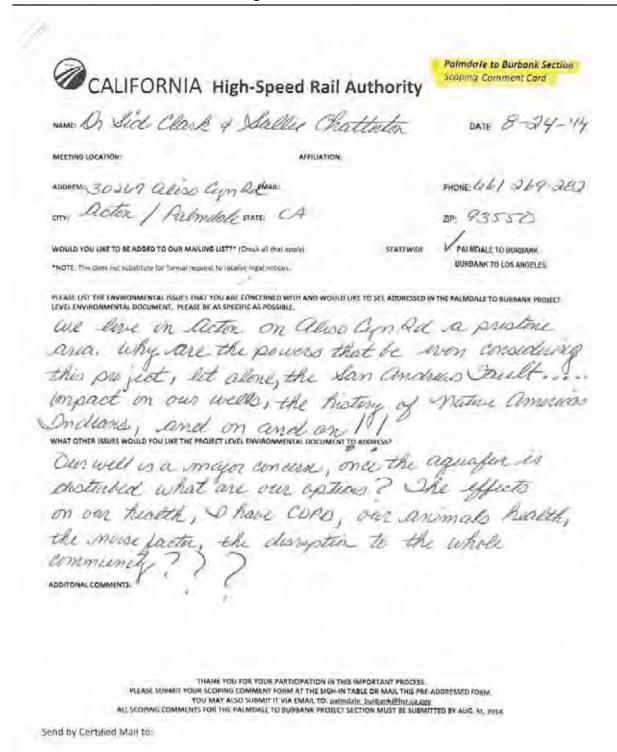




Submission I134 (Rikki Chum, August 7, 2014)

	Palmdale to Burbank Section Scoping Comment Card
NAME RIKKI Churn	DATE:
MEETING LOCATION: Palmdele AFFILIATION: R	esident
ADDUESS: 38 411 Angel Dr. EMAIL	PHONE:
EITY: PalMoole STATE: CA	214 5 3 551
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?" (Check all that apply) NOTE: This does not admitted for formed respect to review legal matters.	E LFALMOALE TO BURBANK — SÚRBANK TO LOS ANGELES
coil route needs to some Metrolak pot compete with then while a true Mountains would be very cool, I to short space & rightotway with exi	believe it's More imposting service.
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO A	DOMESSY
ADDITIONAL COMMENTS:	DOMESSI

Submission I135 (Sid Clark, August 28, 2014)

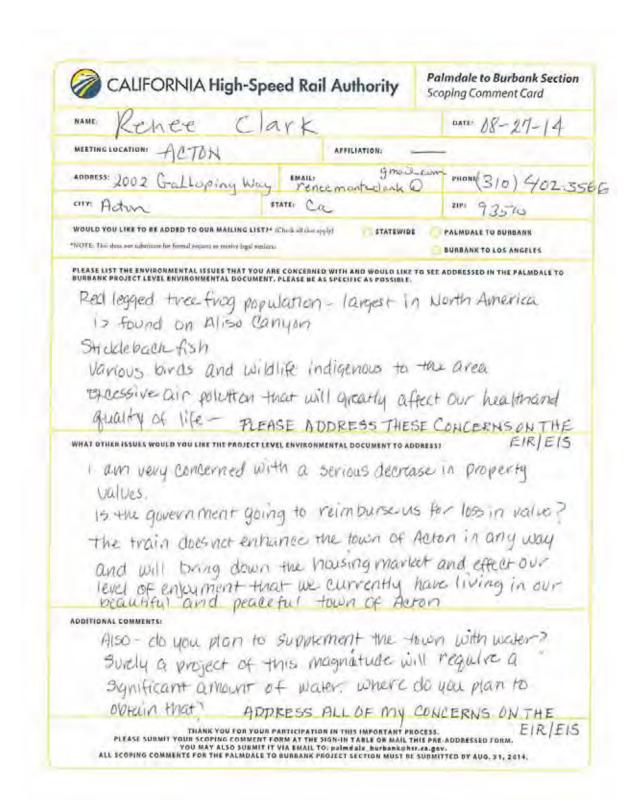


Submission I135 (Sid Clark, August 28, 2014)



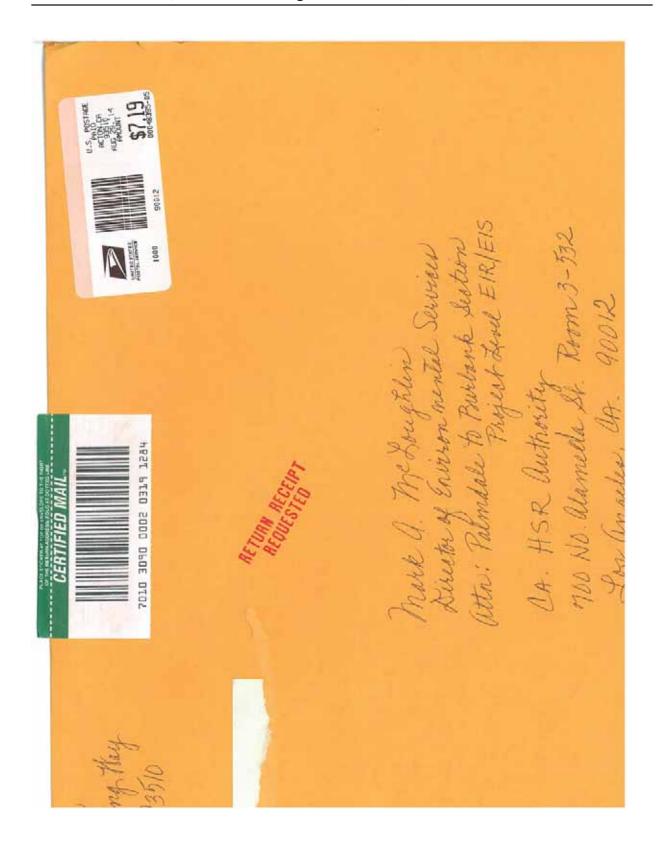


Submission I136 (Renee Clark, August 29, 2014)





Submission I136 (Renee Clark, August 29, 2014)





Submission I137 (Darrell Clarke, August 21, 2014)

Palmdale - Burbank - RECORD #203 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/21/2014 Individual Affiliation Type: Interest As: Individual Submission Method: Email First Name: Darrell Last Name: Clarke

Professional Title: **Business/Organization:**

Address: 158 S. Madison Ave.

Apt./Suite No.: #102 City: Pasadena State: CA Zip Code: 91101

Telephone:

Email: darrclarke@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List:

Stakeholder Comments/Issues: I am particularly interested in the new proposal for a direct route from

Burbank to Palmdale.

To shorten the tunnel length, would a route be feasible that:

Is at-grade along the existing San Fernando Road railroad right-of-way, then aerial across the Hanson Dam reservoir and I-210;

Tunnels from Lake View Terrace to Acton, but daylights in one or two canyons in the San Gabriel Mountains to shorten the tunnel lengths.

Approximate topo map elevations are Burbank Airport, 700'; Hanson Dam, 1,100'; Lake View Terrace above I-210, 1,200'; Little Tujunga Canyon, 2,000' (possible above-ground crossing of San Gabriel Fault?); Pacoima Canyon, 3,000'; Acton, 2,800'.

Darrell Clarke 158 S. Madison Ave. #102 Pasadena, CA 91101

(I'm in your data base, but this is a new address)

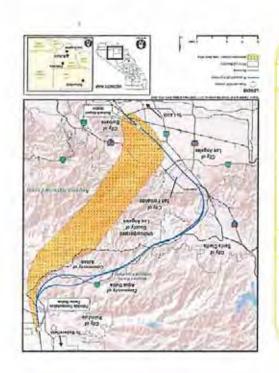
EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Support of Alternative Corridor

Submission I138 (Kim Clemens, August 22, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card	
NAME: KIM Cle MENS	DATE: 8-19-14	
MEETING LOCATION: AAD Library APPHIATION: P,	operty owner	
ADDRESS: 32920 Poppy Lane EMAIL:	PHONE: 66/269-06	
CITY: Acton STATE: CA	210: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Cheek all that apply) *NOTE: This does our submittant first framal request on stately legal matters.	BURBANK TO LOS ANGELES	
effect on our local trail : effect on our local trail : concerned about how man be displaced and about prop of the remaining homes	system. I am by families will berty Values	
maps that are less vasue available online. If is refund from many homes at with the limited information	than those and to ally hard to impacted then available	

Submission I138 (Kim Clemens, August 22, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



5.80(7.9.CLARITA CA 913 22. AUG 2019 PM 1 :



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

30012335303



Submission 1139 (William Clevenger, August 27, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

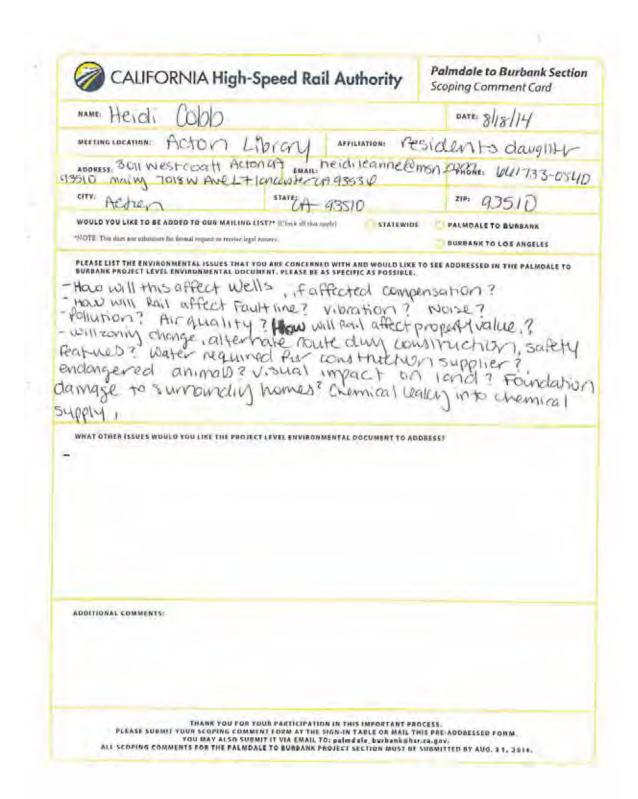
Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

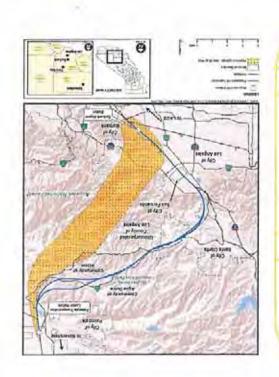
Cc: CHSRA Chairman, Dan Richard

Submission I140 (Heidi Cobb, August 23, 2014)





Submission I140 (Heidi Cobb, August 23, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
Too North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA DV 913 23 AUG 2014 PN S L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303

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Submission I141 (Dawn Coen, August 27, 2014)

Palmdale - Burbank - RECORD #602 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Dawn Last Name: Coen

Professional Title: **Business/Organization:**

15210 Saddleback Rd. Address:

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387 Telephone: 661-252-6145

Email: dawncoen@yahoo.com

Cell Phone: 661-644-4701

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr. Mark A. McLoughlin:

I am a resident of Sand Canyon and I oppose the high speed rail project that could possibly go through my neighborhood and town. It would greatly effect our lives here in Canyon Country in a negative way. As an alternative I would accept the preferred alignment that would bypass The Santa Clarita Valley and go directly from Burbank to Palmdale as Supervisor Antonovich has proposed. This is the logical choice since The Santa Clarita Valley is a great place to live right power and Sand Canyon is a rural great that would be place to live right now and Sand Canyon is a rural area that would be negatively affected by a high speed train and everything that goes along with

Thank You for your time,

Dawn Coen 15210 Saddleback Rd. Canyon Country, CA 91387

661-252-6145 home 661-644-4701 cell

EIR/EIS Comment:

Submission 1142 (Robin Coleman, August 24, 2014)

Palmdale - Burbank - RECORD #674 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 9/3/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Robin Last Name: Coleman

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: San Fernando Valley

State: CA Zip Code: 00000

Telephone:

Email: hellga61@mac.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mayor Garcetti and SFV Counsilmembers:

I am writing this letter in STRONG opposition of a bullet train being built from Burbank to Palmdale with the currently proposed route.

My reasons for this are:

- a) This route would disrupt significant water resources and natural springs, b) This project would severely disrupt one of few remaining travel corridors
- and habitats for wildlife, c) This route would cross several active earthquake fault systems,
- d) This route would pass through several residential communities requiring plan amendments to Land Use,
- e) This area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback
- f) This area is a flood plane with history of severe flooding,
- g) This area has many endangered species of fauna and flora, including Slenderhorned Spine Flower and Santa Ana Sucker,
- h) This area has an unstable geology with known areas subject to
- liquefaction,
 i) It is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities,
 j) A prior Metrolink study found a route through the mountains to be 10 times
- more costly.

As a horse owner who enjoys the peaceful wildlife that we are so lucky to have in the Hansen Dam Recreation Area; an area that is protected and whose residents continually fight for it's future and work daily to ensure it is maintained and safe for all who are passionate about the area, I cannot sit idly and watch plans to detract from one of our precious few open spaces in Los Angeles county.

Hansen Dam is part of what makes our valley great!

I'm BCCing many of my friends and asking that they join with me in this email

Submission I142 (Robin Coleman, August 24, 2014) - Continued

campaign to prevent this from happening. Please send an email to all of the officials listed above & forward this letter to all of your friends - if you value this wonderful area in which we live, work, play and especially RIDE/HIKE.

Let's make our voices heard!

Sincerely,

Robin Coleman San Fernando Valley Resident

For more information please reference this article:

http://www.latimes.com/local/la-me-bullet-train-route-20140824-story.html

EIR/EIS Comment:

Submission I143 (Tracy Coleman, August 28, 2014)

Palmdale - Burbank - RECORD #563 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Tracy Last Name: Coleman

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Shadow Hilla

State: CA **Zip Code**: 00000

Telephone :

Email: eyerishgrl@hotmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To whom is may concern,

I am writing you to let you know I oppose the Alternative route through the San Gabriel mountains. This would be a huge negative environmental impact by tunneling underneath the mountains. Also, the communities involved in the routing will mostly be impacted by the loss of homes and housing prices will drop! Shadow Hills and Lake view Terrace is one of the last horse and country area's of Los Angeles. It is extremely important to keep it this way! I am very opposed the route going through Big Tujunga Wash and Shadow Hills! I don't understand why we can't take away carpool lanes and put the train in the middle of the freeway and connect it to rail routes already in place. You need to keep it in commercial and industrial areas, not in residential!

Tracy Coleman Shadow Hills, California I vote on every election!

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission I144 (Victoria Colf, August 29, 2014)

Palmdale - Burbank - RECORD #484 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Victoria Last Name: Colf

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: vickyc@outlook.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

Mr. Mark McLoughlin,I am writing to inform you of my very strong opposition to the High Speed Rail being considered to go through Shadow Hills.Both the process and information being processed is incredibly concerning and frustrating for Shadow Hills residents. More specifically my objections are as follows:

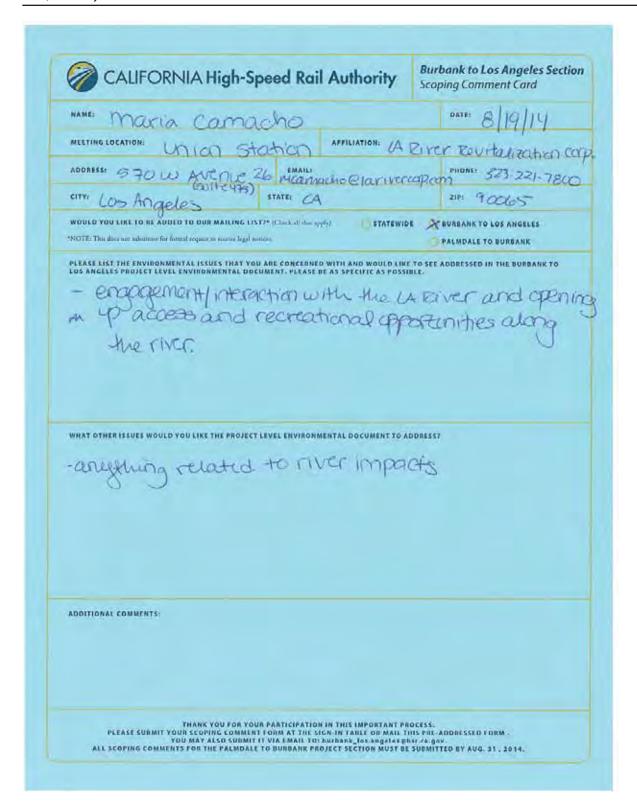
The vague and non-specific Alternative Corridor - New Study Area definition-how can you publish a map with nearly 500 square miles potentially in the path of HSR and putting so many people under the potential path of the HSR? I am vehemently opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. The HSR needs to go through commercial and industrial areas, not residential or sensitive environmental areas. This HSR plan will impact our property values, the beautiful, tree filled environment that we have, federal waters and endangered species- will create more noise, pollution and will destroy everything that Shadow Hills is. Our community will be voting, donating and doing everything possible to fight the HSR coming through our areas.Regards, Victoria Colf

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response
General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission I145 (Maria Comacho, LA River Revitalization Corporation, August 19, 2014)





Submission I146 (Beau Cooper, August 11, 2014)

0 0			Scoping Comment Card
NAME Beau Cooper			DATE: 8/11/14
MEETING LOCATION: Acton, CA		APPILIATION: Prop	erky Owner Rep
ADDRESS: 10602 Trademark Vkry #56	g EMAIL:	bcoopere uniter	long: 09-466-9240
city Rancho Cucamonga,	STATE: (A	zip. 9/736
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST NOTE: This does not substitute for formal request to earlier local set		STATEWID	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
lignments and additional statements and additional statements available affecting	the sub	bjed porcal.	, substitution of the
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT I	LEVEL ENVIRON	MENTAL DOCUMENT TO A	DDHESS?
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT I	LEVEL ENVIRON	MENTÁL DOCUMENT TO A	DDRESS?



Submission I147 (David Coppedge, August 5, 2014)

Submission I148 (Steven Cornejo, September 10, 2014)

September 9th, 2014

Mark A. McLoughlin, Director of Environmental Services palmdale burbank@hsr.ca.gov (email)

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

Dear Mr. McLoughlin:

Authority
al Office
32

express my strong opposition to the proposed route (Palmdale to Burbank)

through the San Gabriel Mths. and

through the San Gabriel Mths. and

Sunland, Shadow Hills, etc. It is not

well thought out: It is expensive, will

destroy natural to protected faunch wildliffe,

will disturb ground water to bes, flood plains;

and will resulting univercoverable decline in property

values. It is a better decision to use the 14-5

values. It is an existing right of way and

sincerely, route: it is an existing right of way and

sincerely, would cause little inconvenience to destruction

Name. Street Causeic of existing homes to businesses

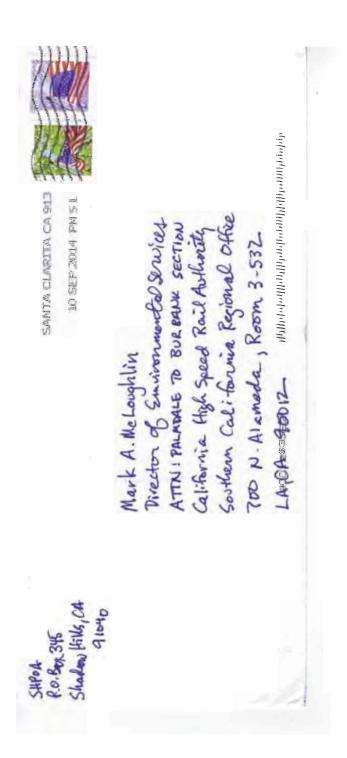
Name - Steven Cornejo
Street Address 10636 many Ball AUE.
City, State ZIP 5thadow Hills, CA
Email address
Q1040
Tave cornejo @ EncTH Link. Nat

cc:

felipe.fuentes@lacity.org
Claudia.rodriguez@lacity.org
Wesly.hernandez@lacity.org
Councilmember.martinez@lacity.org
fifthdistrict@lacbos.org
shpoa@shpoa.us
zev@bos.lacounty.gov
teresa.lamb@mail.house.gov

Paul.krekorian@lacity.org marcos.sanchez@asm.ca.gov tbell@lacbos.org mcano@lacbos.org raul.bocanegra@asm.ca.gov mayor.garcetti@lacity.org jim.dantona@lacity.org

Submission I148 (Steven Cornejo, September 10, 2014)







Palmdale to Burbank Section

Scoping Comment Card

NAME: Thomas & TRacy Costan

DATE: 9 - 8 - 14

MEETING LOCATION: ACTON

AFFILIATION: NA

ADDRESS: 30815 Aliso Canyon EMAIL: tome quality-visual. com 661-202-8788 ZIP: 93510 STATE: Ca

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

*NOTE: This does not substitute for formal request to receive legal notices.

BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

The noise factor is a main concern since we bought our dream home in Actor because of the quiet. Vibration from train is going to be a constant issue. The air quality in our "singless Ismosfrie" town is an issue. Health concerns due to toxins. The sonic boom noise, All these issues must be addressed by the BIR/DIS. We have rmall must be addressed by the BIR/DIS. We have rmall school-aged kids that med quict, and not and to feel what other issues would you like the project Level environmental document to address? Safe. Our home bysiness will be affected as this is going to be a constant noise throughout the day, who's going to pay for water when my well is damaged? I paid For my water when I bought oud \$781,000 home The attached issues must be addressed by the EIRLETS. Are my children safe to play advide with ADDITIONAL COMMENTS: Sonic boom notes, air quality, etc. There is a misconception about Action - that it is a small town with non-educated people. Many of 45 moved here from the City and are educated and have THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale, burbank@hsr.ca.gov.

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

* Please refer to attached issues as the xi must be addressed

COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS

Both the California Environmental Quality Acton ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.



FRA/HSRA MUST PROVIDE APPRORIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive followup investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These followup investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.



COMMENTS ON THE PALMDALE-BURBANK HIGH SPEED RAIL NOISE IMPACT ANALYSIS

The three essential elements of the Palmdale-Burbank high speed train noise impact assessment are:

- 1. Quantify train noise level projections using computer modeling based on train configuration, operating parameters, and sound propagation conditions.
- 2. Develop noise descriptors to assess noise impacts and establish impact criteria and apply these results to project area data to ascertain the location and number of receivers for whom the project presents potentially "severe" or "significant" adverse impacts.
- Apply impact mitigation measures and ascertain the extent to which significant impacts are reduced.

Comments, concerns, and recommendations regarding each of these elements of the Palmdale-Burbank high speed train noise impact study are addressed separately below. In addition, a brief discussion of issues unique to Acton are provided

1. HIGH SPEED TRAIN NOISE LEVEL PROJECTIONS

The high speed train noise estimation methods employed by FRA/HSRA are set forth in detail in Chapters 4 and 5 of the FRA's "High Speed Ground Transportation Noise and Vibration Impact Manual" published in September 2012. These methods consider various locational and operational parameters that contribute to the high speed train Sound Exposure Level ("SEL") that is experienced at any given location. The manual is written in a simple and straightforward manner and it directs that equations (provided in Table 5-4) be reconciled with applicable train parameters (provided in Table 5-2) to project sound levels generated by a high speed train operated under the expected conditions. Notwithstanding the erroneous value for lenger that is provided in Table 5-2 for the propulsion subsource component of EMU trains (the value should be 73, not 634), the SEL calculation methods provided in the manual can easily be used by the public to assess the accuracy of FRA's/HSRA's noise profile results and (by extension) the validity of FRA's/HSRA's noise impact analysis. Unfortunately, the public has not been able to perform these assessments on previous environmental impact studies prepared by FRA/HSRA because these studies failed to provide the information necessary for such analyses. For example, the Merced-Fresno EIR failed to provide information such as the number and length of power units and the length of passenger cars in the modeled trainset, so the subsource SEL value at 50 feet could not be calculated. Similarly, the Merced-Fresno EIR/EIS failed to provide shielding and ground effect data for any location along the corridor, so it is impossible to calculate any SEL at any distance for any location. Even if some of this information had been provided so that members of the public could "spot check" the calculated SEL results for at least some locations, there is nothing to compare



these calculated values against because FRA/HSRA *failed* to publish any of the actual high speed noise levels computed by the noise prediction model!!! All of these omissions are explicitly contrary to the instructions provided by the 2012 FRA Noise Impact Assessment Manual, which states that the environmental impact analysis must list the data that is input to the noise prediction model, and it must provide a detailed accounting of predicted noise levels resulting from the high speed rail project (See Page 11-2).

FRA/HSRA has not provided any noise prediction levels in any of the EIR/EIS documents prepared to date. Instead, FRA/HSRA has plotted "dots" which identify locations where the calculated difference between the predicted "cumulative" noise level (averaged over 24 hours) and the existing "cumulative" noise level exceed specific threshold values (see for example Figures 7-2 to 7-5 of the Technical Noise Study prepared for the Merced-Fresno EIR/EIS). The plain language contained in the 2012 FRA Noise Assessment Manual clearly directs FRA/HSRA to provide the actual noise levels that are predicted by the high speed train noise model; it does NOT allow this requirement to be satisfied by mere "dot plots" of locations where differences between 24-hour averaged "project" noise levels and "existing" noise levels meet some pre-established threshold. These omissions (which constitute substantial deficiencies) are unacceptable to the community of Acton and must not occur in the environmental impact analysis that is conducted for the Palmdale-Burbank segment. FRA/HSRA must provide contour maps of actual sound exposure levels (SELs) in 10 dBA increments that range from the maximum value to 60 dBA for all high speed train corridors proposed in Acton. In addition, and consistent with the requirements imposed by FRA's 2012 Noise Assessment Manual, FRA/HSRA shall provide relevant noise model inputs (including sound propagation parameters that properly reflect that G=0 throughout most of Acton) which will enable the public to confirm at least some of the SEL values that are projected. Of particular concern is projected pantograph noise levels that can exceed 100 dBA, and which occur high (16 ft) on the train and are therefore not effectively shielded by the 12 foot sound barriers typically relied upon by FRA/HSRA to mitigate sound impacts.

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40] C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. There is no question that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank segment. The fact that FRA/HSRA have failed to produce such information in previous environmental reviews is irrelevant; previous compliance failures do not justify future compliance failures. The best way to disclose this information is to provide high speed train noise contour maps for Acton that are plotted in 10 dBA increments which range from the maximum value to 60 dBA or less. In prior environmental assessments, FRA and HSRA have only reported the locations at which calculated 24-hour "average" noise parameters exceeded established thresholds. These calculated 24-hour "average" noise results (which were not published either) combined existing ambient noise data with projected high speed train noise data to derive some sort of "cumulative" noise impact. While this 24-hour "average" value may be construed to represent some sort of indirect impact or perhaps a



cumulative impact (both of which must also be considered under CEQA), it does not, by any stretch of the imagination, represent the "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. FRA's continual violations of NEPA and HSRA's continual violations of CEQA will **not** be tolerated by the community of Acton, which demands that actual noise levels be provided in the Palmdale-Burbank EIR/EIS.

In addition to the deficiencies noted above, there are additional concerns with the procedures that FRA/HSRA implemented in previous environmental studies to establish sound propagation rates and identify appropriate screening distances and noise study areas. According to Figure 7-1 of the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it appears that FRA/HSRA assume a "soft-ground" propagation rate in which sound attenuation occurs at approximately 4.5 dBA per distance doubling. This attenuation rate is NOT appropriate for the community of Acton, which (as a desert community) has very little vegetation cover in most areas. A maximum attenuation rate of 3 dBA per distance doubling is more appropriate for Acton. It also appears that this "soft ground" propagation rate was used to establish impact screening distances and study areas necessary for ensuring proper identification of all impacted receivers. According to the Merced-Fresno "Noise and Vibration Technical Report", a screening distance of 2,500 feet from the proposed alignment was established based on specific "project factors". However, the study failed to specify these "project factors". Some factors (such as train speed) are obvious, but others are not. In any event, FRA/HSRA must not assume a 4.5 dBA per distance doubling "soft-ground" propagation rate in determining appropriate screening distances for Acton, since a 3 dBA per distance doubling is more appropriate. Additionally, the assumptions relied upon by FRA/HSRA in determining screening distances, noise projections, sound propagation, etc., must be clearly and thoroughly documented in the Palmdale-Burbank noise impact study to such an extent that it will allow members of the public to confirm the accuracy of the results that are reported.

2. FRA/HSRA NOISE DESCRIPTORS AND IMPACT CRITERIA

FRA/HSRA address high speed train noise effects using 3 different "noise descriptors", each of which has a "severe" impact criterion that is used to establish whether or not the effect is significant. The primary descriptor (used to assess human impacts) relies on the principal of averaging cumulative sound exposure levels over a 24 hour period, and the impact criteria associated with this descriptor is similarly averaged. A secondary descriptor (referred to as noise "onset rate") addresses potential startle effects; FRA/HSRA considers this noise effect to be "informational" only and its associated impacts are not actually assessed. The third descriptor addresses noise impacts on animals. Each of these noise descriptors and their associated impact criteria are discussed below (along with the attending problems and deficiencies they present).

2.1 Primary High Speed Rail Noise Descriptor.

The primary noise descriptor adopted by the FRA/HSRA employs a noise "averaging" model to determine the extent to which a high speed rail project will create significant *cumulative* noise impacts on human populations, and it ostensibly establishes the noise impacts experienced by an individual on average over a 24-hour period at a particular



location. This 24-hour averaging noise impact approach has been employed in the United States for decades to assess noise effects of conventional locomotives with operating speeds below 125 mph. This 24 hour averaging parameter is referred to as "The Day Night Sound Level" (Ldn) and it does not represent actual noise events, rather it "dilutes" these noise events by averaging them in with other noise events that occur over a 24-hour period.

 L_{dn} values are calculated for a particular receiver location by reconciling the calculated high speed train SEL results at that location (described above) with system operating data (such as the number of trains per day) and "shielding" parameters (if applicable). The L_{dn} value calculated at a particular receiver location is then compared to actual existing L_{dn} levels (measured at representative receiver locations under existing [non-project] conditions). If the difference between these L_{dn} values meets or exceeds the "severe" impact criterion, the noise impact at that particular location is deemed "severe". Areas where "severe" impacts occur are flagged for potential mitigation measures to reduce project noise impacts.

L_{dn} fails to properly characterize significant noise events that are created by frequent, 220 mph high speed train trips, therefore FRA's and HSRA's reliance on L_{dn} as the metric for determining "significance" or "severity" of noise impacts attributed to high speed train operation is misplaced. The fact is, sound levels generated by trains operating at these speeds can be more than 20 dBA higher (and therefore 4 times louder) than conventional locomotives², and they occur with much more suddenness due to high train speeds. Worse yet, the frequency at which these sound events occur is also higher; high speed train trips through Acton are expected to exceed 20 per hour³, which is significantly greater than conventional train travel rates. L_{dn} fails to accurately represent the significant noise impacts created by these rapid, frequent, high dBA "peak" noise events because it masks their significance by averaging them over a 24 hour time period, thereby rendering them insignificant.

This is illustrated in Table 1, which presents L_{dn} as a function of train traffic volume at a location where the actual Sound Exposure Level (SEL) is 90 dBA. To an individual at this location, what is heard is louder than a jackhammer operating 50 feet away*. The traffic volumes considered in Table 1 range from one train every 10 minutes to one train every 30 seconds. Obviously, the impact of being constantly exposed to 90 dBA noise levels every 1-3 minutes is substantially greater than being exposed every 10 minutes; under such circumstances, one could not have a conversation, read, think, or reasonably function. Yet, incredibly, the value of Lan is nearly the same for both these circumstances. In other words, the value of Ldn hardly changes at all, even when train volumes increase by a factor of 10. Equally important is the fact that that Ldn misrepresents a 90 dBA sound events as being at least 4 times quieter than they actually are (noting that every 10 dBA increase in sound level will actually doubles the sound volume). This gives a disingenuously false representation of actual noise events. As Table 1 demonstrates, Ldn intrinsically fails to accurately represent "actual" noise events, and is therefore insufficient to establish the noise impacts of, and appropriate mitigation measures for, the California High Speed Rail project. The HSRA is reminded that CEQA requires consideration of actual impacts resulting from actual project noise conditions rather than contrived and watered down



representations of 24-hour average noise estimations. In other words, the high speed rail project will expose Acton residents to frequent, 100 dBA noise events which are 40-60 dBA higher than current noise conditions, therefore CEQA demands that the actual impacts generated by these actual conditions be assessed in HSRA's environmental review; Ldn is insufficient for this purpose.

Table 1. Ldn Variations as a Function of Train Passing Rate.

Daytime Trains per hour	Nighttime Trains per hour	Ldn
6 (one every 10 minutes)	2	64
20 (one every 3 minutes)	2	67
60 (one every minute)	2	69
120 (one every 30 seconds)	2	73

Based on an SEL of 90 &b no excess shielding from trees/buildings (appropriate for Acton)

The fact that FRA has historically relied upon Ldn to assess noise impacts of conventional locomotive systems that operate at speeds less than 125 mph is irrelevant, and it certainly does not provide any basis for using Ldn to ascertain noise impacts of 220 mph train systems. The propulsion and mechanical sound profiles generated by conventional locomotives are substantially lower than the aerodynamic sound profiles generated by high speed trains operating at 220 mph5. Equally important is the fact that the lower speed of conventional locomotives limits the frequency with which conventional locomotives can run (in terms of trains per day), thus high speed train traffic volumes are many times greater than conventional train systems. In other words, 21st century high speed trains present significantly higher sound exposure levels and run far more often than 19th century conventional locomotives. Despite these remarkable differences, and without any engineering justification or efficacy studies, the FRA has simply chosen to evaluate high speed train noise impacts using the same old 24 hour averaging model that it has used for decades on slower, quieter, less frequent and significantly less impactful conventional train systems. Clearly, this is inappropriate, given that the 24 hour average noise exposure model (Ldn) perceives very little difference between a 90 dBA noise event that occurs once every 10 minutes and a 90 dBA noise event that occurs once every minute.

FRA/HSRA use the 24-hour noise averaging model to not only determine high speed train noise impacts, but also to determine the threshold at which these impacts are deemed "severe". The 24-hour average noise impact thresholds of significance adopted by FRA/HSRA (which are also referred to as "Noise Impact Criteria") are depicted in Figures 3-1 and 3-21 of the FRA's 2012 Noise Assessment Manual. These noise impact criteria are particularly troubling to Acton, which is a relatively remote community that has a predominantly quiet sound profile. Existing noise levels in Acton (expressed in terms of Ldn) that occur near the proposed high speed train corridors are on the order of 45 dBA. Some areas of Acton are so quiet that conversations can be heard at a distance of half a mile! Yet, according to the established "Noise Impact Criteria", FRA/HSRA does not



consider high speed train noise impacts in these areas to be "significant" or "severe" unless they increase the Ldn value BY 15 dBA, which corresponds to a 3-fold increase over Acton's existing average sound profile6. According to the 2012 FRA Noise Assessment manual, this significant impact threshold was established based on data presented in Figure A-4 (which only addresses urban environments and is therefore not relevant to Acton) and Figure A-5, which ostensibly indicates "the lowest threshold where impact start to occur" [See pg A-14]. FRA concludes (from Figure A-5) that "there are very few people highly annoyed when the Ldn is 50 dBA, and that an increase in Ldn from 50 to 55 dBA results in an average of 2 percent more people highly annoyed". This conclusion is drawn from a mathematically "fitted" response curve that overlays Figure A-5 and is supposed to represent the data points that are plotted therein. However, inspection of the fitted response curve and the data plotted in the range of interest (40-55 dBA) reveals that, for this data range, the curve is so substantially biased that it introduces an unacceptable level of error and is therefore mathematically invalid. Simply put, FRA's conclusion is mathematically insupportable. This is confirmed by the fact that, for Ldn <55, most of the data points lie significantly above the curve, and in fact only one data point lies below the curve. The substantial error in Figure A-5 within the 40-55 dBA range of interest completely invalidates FRA's conclusion that an Ldn increase from 50 to 55 dBA is "the lowest threshold where impacts start to occur".

What Figure A-14 clearly shows is that, for people who live in quiet environments like Acton (where existing L_{dn} values are less than 50 dBA), upwards of 10 percent (and certainly far more than 2 percent) of people will become "highly annoyed" if L_{dn} sound levels increase by as little as 5 dBA. This is not surprising; people move to communities like Acton specifically because they want to escape the noise and bustle of urban and suburban areas, and they do indeed become "highly annoyed" when the noise level is suddenly increased to a range commensurate with suburban living (i.e. 60 dBA). Stated more clearly, a substantial portion of Acton's population will become "highly annoyed" if the L_{dn} increases by even 5 dBA. This is a fact made clearly evident by the data presented in Figure A-5. For this reason, the FRA Noise Impact Criteria depicted in Figures 3-1 and 3-2 of the 2012 Noise Assessment Manual are not appropriate for Acton, and they are certainly not mathematically supportable. To be consistent with the data presented in Figure A-5, the FRA/HSRA should adopt a "severe" impact L_{dn} noise criterion of 5 dBA for all areas in which the existing L_{dn} value is less than 55 dBA.

Even if we pretend for a moment that FRA's assumptions are valid regarding 50 dBA being the lowest annoyance level (it isn't) and 5 dBA representing only a 2% increase in annoyance (it doesn't); these erroneous assumptions still do not justify FRA's determination that, for quiet communities like Acton, incremental noise increases are not deemed "severe" until they reach 15 dBA on average. FRA provides absolutely no data to support this outrageous determination, which must be abandoned in the Palmdale-Burbank HSR EIR/EIS.

It is also noted that a key element that is missing from all FRA/HSRA noise impact assessments is a consideration of the *actual* sound level increases that high speed trains create. This is specifically contrary to noise assessment and impact procedures adopted by



high speed rail agencies outside the United States. The calculation procedures presented in the 2012 FRA Noise Assessment Manual clearly demonstrate that noise levels outside the high speed train right-of-way width will commonly exceed 100 dBA and do so with great frequency (up to 20 times per hour), yet the very real impacts created by these significant noise events (such as sleep disorders, inattentiveness, etc.) are completely ignored in every environmental assessment that is performed. In fact, prior environmental reviews conducted by FRA/HSRA have gone to great lengths to avoid reporting any Sound Exposure Levels (SEL) for high speed trains *even though* this is precisely the information that is of primary interest to the public! For example, the only instance in which the Merced-Fresno EIR/EIS even considers "actual" sound exposure levels is in the discussion of "animal impacts", and that analysis was cursory at best. Residents in the communities of Fresno, Merced and Bakersfield have not been provided any information regarding the actual noise levels that they will be forced to endure. This is not acceptable to the community of Acton, which must be provided a full and complete picture of the actual sound exposure levels that will be occur along all of the high speed train corridors that are proposed.

2.2 Onset Rate

Despite its reliance on a 24 hour averaging method to determine the "significance" of high speed train impacts, FRA acknowledges that "The presence of a high-speed rail system in close proximity to homes may result in a new noise unlike other existing sources of community noise", and further acknowledges that this new noise exposure can be characterized "by sudden onset of high noise levels for a short duration". FRA cites research done by the U.S. Air Force which indicates that a "startle" effect occurs for noise onset rates as low as 15 dBA/second8 FRA's own data clarify that, for steel wheel systems operated at 220 mph (which are proposed for the Palmdale-Burbank segment), a 15 dBA/second noise onset rate can occur within 100 ft of the train corridor 9 Nonetheless, FRA has declared (without citing any studies or actual evidence) that a 30 dBA/second noise onset rate will be the basis upon which "startle" effects will be considered significant 10 even though such an assumption is inconsistent with, and substantially more than, published studies. Of equal concern is the fact that FRA/HSRA consider data relevant to "startle" effects to be informational only11, which means that "startle" effects are not considered to be a legitimate element of any high speed rail noise impact assessment or mitigation effort. In other words, FRA/HSRA acknowledge that "startle" effects present a new and significant noise impact that is unique to high speed rail systems, but do not intend to consider the "startle" effect to be as an actual impact which requires mitigation. This is not surprising, given FRA's/HSRA's intractable (and inappropriate) commitment to using the 24-hour noise averaging "Ldn" model to establish high speed train noise impacts. The 24-hour noise averaging model does not (and cannot) accommodate "startle" effect and rapid onset rate impacts, so FRA/HSRA simply disregards these impacts based on an arbitrary (and technically insupportable) impact threshold of 30 dBA/second rather than the 15 dBA/second threshold supported by published studies. The 30 dBA/second noise "Onset Rate" threshold is inadequate and technically insupportable, therefore the Community of Acton demands that 1) An onset rate significance threshold of 15 dBA/second be established for the Palmdale-Burbank segment, and 2) The areas where high speed train noise models indicate a 15 dBA/second onset rate will occur must be clearly mapped for all the high speed train corridors that are proposed.



2.3 Animal Impacts

FRA admits that it has not established any "criteria relating high speed train noise and animal behavior" though it acknowledges that high speed train noise characteristics "are similar to low overflights of aircraft", and that such noises "can have a disturbing effect on both domestic livestock and wildlife" 12. FRA further admits that hearing in animals differs from hearing in humans, thus it may not be appropriate to establish noise impacts on animals via the "A-weighting" approach implicit in FRA's noise impact assessment procedures 13. Nonetheless, and despite the fact that "Long-term effects [of noise on livestock and wildlife] continue to be a matter of speculation" and the lack of sound weighting data "established for representing the hearing characteristics" of animals, FRA has adopted "interim" criteria for establishing high speed rail noise effects on animals, and declared that these "interim" criteria are to be used until "further research results are known" 14. The problems with this approach are almost too numerous to count, not the least of which is that FRA has been using this "interim criteria" for more than 10 years, and has failed to conduct any of the research needed to properly establish an accurate and responsive approach for determining high speed train noise impacts on animals 15.

FRA has shirked its duties and abdicated a fundamental responsibility by failing to develop an appropriate means for assessing and mitigating this high speed train noise impact. Rather than properly developing appropriate noise impact criteria for animals, FRA has merely "borrowed" the 100 dBA SEL criteria developed by the U.S. Air Force without any consideration of whether the Air Force criteria is even applicable to high speed rail operation! For the record, it is not. The Air Force established the 100 dBA SEL for turkeys experiencing occasional low aircraft overflights that do not occur continuously or at the same frequency as high speed rail systems 16. In other words, the low aircraft overflights considered in the Air Force turkey study do not occur 272 times per day, every day of every week of every year (which is the high speed train schedule proposed for the Burbank-Palmdale section¹⁷), so it is clearly inappropriate to rely on this study as the basis for developing a high speed rail noise impact threshold for all animals. More to the point, a turkey's response to infrequent and unscheduled 100 dBA noise events is not in any way representative of all animal responses to frequent (272 times per day) noise events that will exceed 100 dBA. This fact is made clear in the FRA's 2012 Noise Impact Assessment Manual, which clarifies that mammals will break and run at noise levels as low as 77 dBA18. The failure of FRA/HSRA to establish an effective means of assessing high speed train noise impacts on animals is a matter of substantial concern in Acton, which is not only an equestrian community (whose residents ride extensively throughout the proposed HSR corridors) but also has numerous and extensive agricultural and animal rescue facilities which accommodate a wide range of domestic and wild animals including horses, cows, chickens, sheep, tigers, llamas, emus, etc.

To address these failures, FRA/HSRA must provide accurate Sound Exposure Level (SEL) contour maps for each of the high speed rail corridors proposed in the community of Acton. Some horses are exceptionally skittish, and will react in panic at noise levels that are quite low (in fact, FRA's own data establishes that sounds as low as 77 dBA will cause antelope to run). Therefore, these SEL maps must be sufficiently detailed to enable Acton residents to



ascertain where it may be unsafe or inappropriate to ride their horses or establish other equestrian or animal uses based on their own knowledge of their animal's intrinsic temperament. At a minimum, noise contours for the community of Acton must be provided in 10 dBA increments and extend to areas where the SEL = 60 dBA. Notably, FRA/HSRA have not developed SEL contour maps in *any* of the environmental impact studies that have been completed to date (including the Merced-Fresno EIR/EIS and the Fresno-Bakersfield EIR/EIS). When I asked an FRA/HSRA engineer at a recent scoping meeting why SEL maps were not included in prior HSR environmental reviews, I was told that "they are not required by the Manual". The engineer who made this statement is very much mistaken; the 2012 FRA Manual clearly requires that high speed train impact assessments must include tabulated noise prediction results that are also illustrated by "contours, cross sections, or shaded mapping" [See page 11-2].

3. NOISE MITIGATION

For areas in which modeling results indicate "severe" project noise impacts will occur, FRA/HSRA is supposed to implement mitigation measures to reduce noise levels. According to the 2012 FRA Noise Assessment Manual (which addresses federal NEPA issues), the need for mitigation depends on the magnitude of the impact, cost, and other factors. CEQA imposes different mitigation requirements, and in fact mitigation measures and/or project alternatives that successfully reduce significant impacts while achieving most project objectives must be implemented unless it can be conclusively demonstrated (by substantial evidence) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Since the high speed train project proposed by the HSRA is subject to CEQA, the more stringent mitigation/project alternative requirement applies.

A number of problems have been found with the manner in which FRA/HSRA addressed noise mitigation measures in previous impact assessments. For example, in the "Noise and Vibration Technical Report" prepared for the Merced-Fresno EIR/EIS, it is impossible for the reader to ascertain the actual level of noise mitigation that was achieved by the limited number of 12 foot sound barriers which were proposed. The Technical Report first maps the locations where noise mitigation measures could be applied (Figures 8-1 to 8-4). Then, it maps (in Figures 8-5 to 8-8) where potential sound barriers could be deployed (without explaining how or why these elements differ). Then the Technical study lists the sound barrier lengths that would be "cost-effective", the number of "severe" impact reductions that would be achieved by these sound barriers, and the number of "severe" impacts that would remain (Tables 8-1 to 8-5). Then, in Tables 8-5 to 8-13, the Technical Report lists additional details about the "cost effective" barriers and again identifies the number of "severe" impacts remaining. One obvious problem with this information is that the values reported for residual "severe" impacts in Tables 8-1 to 8-5 don't agree with the values reported in Tables 8-6 to 8-1319. Another problem is that there appears to be no connection between the "severe impact" numbers reported in Table 7-1 and the numbers reported for "Severe Receptors Protected", "Severe Impacts Eliminated", and "Residual Severe Impacts" in Tables 8-1 to 8-4. A more substantial problem is that the Merced-Fresno EIR/EIS and accompanying Technical Study discuss only "severe" impact reductions



in those limited areas were noise barriers were deemed "cost effective". It fails to address reductions in "severe" impacts that were achieved overall for each project alternative, and it fails to clarify why barriers along portions of the proposed corridors were deemed not "cost effective" even though they would have clearly reduced impacts on severely impacted receptors²⁰. In other words, FRA/HSRA failed to explain why severely impacted receptors located in certain areas were deemed not "cost-effective" to protect.

These omissions are inconsistent with the instructions provided in Chapter 11 of the 2012 FRA Noise Assessment Manual, which requires that environmental documentation "provides the vehicle for reaching decisions on appropriate mitigation measures" and "Reasons for dismissing any abatement measures should be clearly stated, especially if such nonimplementation results in significant adverse effects". In the Merced-Fresno environmental documents, FRA/HSRA fails to even point out that these "cost" decisions actually left many receptors unprotected. This fact only comes to light if one embarks on an exhaustive comparison of tabulated data spread throughout the Technical Report. Worse yet, FRA/HSRA fail to provide any reasons why it was deemed "cost effective" to protect some severely impacted receptors, but not others. Perhaps FRA/HSRA has developed some sort of "unit cost per severe receptor sayed" threshold which was applied to the Merced-Fresno project to decide who is protected and who is not. One can only guess, because the matter is left unaddressed in the environmental documents. One thing is certain, the public has a right to know the details of such decisions, therefore it is expected that such information will be provided in the environmental documentation prepared for the Palmdale-Burbank section.

An additional concern is the astonishingly high reduction in "severe impacts" that the "cost effective" noise barriers achieved for Merced-Fresno segment; according to Tables 8-1 to 8-4 of the Technical Study, as much as 95% or more of the "Severe Receptors" are protected. The noise barriers considered for this project are (with few exceptions) only 12 feet high, and are therefore barely tall enough to reduce aerodynamic noise generated at the train nose and are too short to reduce aerodynamic noises generated at the (15 foot high) pantograph. Under these conditions, the shielding for this subsource SEL is negligible, and the SEL passby value would remain quite high, corresponding to much higher Ldn values (after mitigation) than the reported results suggest. The FRA/HSRA environmental documents don't bother to explain how these extraordinary reductions are achieved; they are just presented as fact. This is unacceptable; any mitigation levels claimed in FRA/HSRA environmental documents prepared for the Palmdale-Burbank segment must be conclusively proven and explained.

Beyond these issues, there remains the inescapable fact that **none** of the mountains of data provided in the Merced-Fresno EIR/EIS provide any indication of the actual sound level reductions that will be achieved by the noise barriers that are proposed **even though this** is precisely the issue of primary concern to any and all individuals affected by the CHSRA project. This established FRA/HSRA "pattern" of providing enormous quantities of tabulated mitigation data that is inherently inconsistent and which says virtually nothing about actual noise level reductions is **unacceptable** to the Community of Acton. Acton residents expect that the EIR/EIS prepared by FRA/HSRA for the Palmdale/Burbank route



will provide sufficient data to confirm the noise reduction levels that are claimed and it will provide noise contours plots that show the extent to which proposed mitigation measures will reduce projected noise levels. This information must be provided in a format which would enable a reasonable individual to confirm that the results are consistent with the noise exposure level and mitigation calculation procedures provided in the 2012 HRA Noise Assessment Manual.

Additionally, CEQA does not allow the HSRA to avoid environmentally superior alternatives or mitigation measures simply because they are not deemed "cost effective". To the contrary, HSRA must conclusively demonstrate (based on substantial evidence provided in the record) that the incremental cost of implementing either the environmentally superior alternative or the appropriate mitigation measures is so great that it renders the altered project economically infeasible [CEQA Statutes § 21002.] The Merced-Fresno EIR provided no evidence that the entire project would be economically infeasible if sound barriers were placed wherever significantly impacted receivers were found, therefor it violates CEQA statutes. Acton expects that HSRA will not repeat these substantial violations in the Palmdale-Burbank EIR.

Finally, it must be pointed out that **all** of the impacts that the high speed train project will create in Acton, Agua Dulce, Santa Clarita, Sylmar, San Fernando, and all communities north, west and east of the Angeles National Forest ("ANF) can be **completely eliminated** simply by routing the train into the ANF outside of Acton (see location depicted in Figure 1) and maintain it underground along a route that avoids all Acton residential areas. As shown in Figure 2, this "environmentally superior" alternative would require a slight adjustment of the "study area" depicted in Exhibit 1 of the HSRA's Notice of Preparation issued July 24, 2014.

4. ACTON-SPECIFIC ISSUES AND OTHER CONCERNS REGARDING THE PALMDALE-BURBANK HSR NOISE IMPACT ANALYSIS

In addition to the concerns, comments and issues presented above, there are additional issues which must be addressed in the EIR/EIS noise impact analysis, including:

- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of next year. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.
- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities



- must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.
- Acton is a desert community with little vegetation or ground cover. Therefore, a "soft ground" sound propagation condition is not an appropriate noise modeling input.
- Acton has hills, valleys, canyons, and extensive geographical contours. Therefore, careful attention must be paid to elevation and distance parameters assumed in all noise impact calculations.
- 5. The "Alternative Corridor Study Area" depicted in the CEQA Notice of Preparation is particularly troublesome because it overlays all of Acton's residential neighborhoods on the east side of town and on the south side of town (including the residential areas located within the Angeles National Forest ("ANF") along the Angeles Forest Highway and Aliso Canyon Road). In fact, this "Study Area" appears to intentionally route the train away from the ANF to the greatest extent possible, and then enter the Forest only after it has passed through Acton. Considering this "Study Area" in conjunction with the two additional routes proposed through Acton, it appears obvious that the CHSRA has no intention of avoiding significant adverse impacts in Acton despite the existence of an alternative that does precisely that. Acton can easily be protected by placing the train corridor in the Angeles National Forest outside of Acton (See Figure 1), and maintaining the train underground and away from residential areas. This can be accomplished by a slight adjustment to the Study Area (See Figure 2). CHSRA must seriously consider this alternative, since it can be configured to avoid impacts to every one of the numerous cities and residential areas that are located north and east of the ANF.
- 6. Track maintenance operations typically occur at night. According to an acquaintance who lives a short distance from the Acela Station in Boston, nighttime maintenance activities are exceedingly loud and as disruptive as high speed train operations. Yet, none of these impacts are addressed anywhere in previous environmental assessments conducted for the California High Speed Rail. The sound impact analysis for the Palmdale Burbank segment must properly address and thoroughly mitigate any and all maintenance impacts on the community of Acton.
- FRA/HSRA must perform follow-up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

SUMMARY

In summary, the following must be accommodated in the noise impact study that is prepared for the Palmdale-Burbank high speed train project:



- Develop a route alternative in which the train enters the Angeles National Forest ("ANF") outside of Acton (see Figure 1), remains underground in Acton, and avoids all residential areas to protect residential wells.
- Recognize that this route alternative eliminates virtually all noise impacts on all
 cities and all communities to the north, south, and east of the Angeles National
 Forest and is therefore the "Environmentally Preferred Alternative" as that term is
 contemplated by CEQA regulations
- NEPA requires to that an FRA project EIS consider "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. This requirement is not satisfied the disclosure of a 24-hour averaged noise parameter which combines existing ambient noise events with projected train noise events. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public, which can only be construed to mean that the actual sound level projections must be disclosed in the Palmdale-Burbank EIR. These requirements can only be satisfied by including in the Palmdale-Burbank EIR/EIS detailed high speed train noise contour maps for Acton that are plotted in 10 dBA increments and which range from the maximum value to 60 dBA or less.
- Consistent with the requirements imposed by FRA's 2012 manual, provide noise modeling assumptions and sound exposure calculation parameters in sufficient detail to allow the public to check SEL results plotted in the noise contour maps.
- Ensure that the noise propagation parameters assumed in all noise modeling efforts are appropriate to geographic and ground conditions in Acton.
- Map L_{dn} noise measurements that establish existing noise conditions in Acton including exact locations, dates, and times of measurements.
- Map L_{dn} noise contours in 10 dBA increments ranging from maximum values to 60 dBA based on projected train noise levels in Acton.
- Consistent with a mathematically accurate interpretation of Figure A-5 provided in the 2012 FRA Noise Assessment Manual, adopt a "severe impact" Ldn noise criterion of 5 dBA for all areas in which the existing Ldn value is less than 55 dBA.
- Consistent with CEQA requirements that an EIR quantify and mitigate actual project
 impacts, establish a "severe" noise impact SEL criterion that addresses both high
 speed train sound exposure levels and projected train passby rates, then map (in 10
 dBA contours) all locations in Acton where this "severe" noise impact SE: criterion is
 met or exceeded, and designate these locations for mitigation.



- Establish a "severe" noise impact SEL criterion of 15 dBA/second for noise onset
 rate impacts, then map all locations in Acton where this "severe" noise onset rate
 noise impact criterion is met or exceeded along all the train corridors proposed for
 the Palmdale-Burbank route and designate these locations for mitigation.
- Establish a "severe" noise impact SEL criterion of 75 dBA for animal noise impacts, then map (in 10 dBA contour increments) all locations in Acton where animal noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.
- Provide assumptions and modeling inputs used to derive all mitigated noise projections in sufficient detail to allow members of the public to confirm the accuracy of the mitigation levels claimed.
- If noise mitigation measures are deemed appropriate for some portions of Acton but not for
 others, provide details regarding such decisions, recognizing that CEQA does not permit the
 HSRA to reject feasible mitigation measures unless the marginal cost of such measures are
 so great that they render the entire Palmdale-Burbank project economically non-viable.
 Note: The fact that the California High Speed Rail Project is intrinsically non-viable from an
 economic perspective shall not factor into this decision.
- Provide mitigated Ldn noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation)) for all high speed train corridors proposed in Acton.
- Provide mitigated SEL noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provide mitigated noise onset rate contour maps that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provided mitigated animal noise impact maps in 10 dBA increments that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton for Acton.
- Provide both a qualitative discussion and a consistent quantitative analysis of the
 extent to which mitigation measures successfully reduced severe Ldn noise impacts,
 severe SEL noise impacts, severe noise onset rate impacts, and severe animal noise
 impacts.
- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project ("TRTP") will continue through the end of 2015. Therefore, it is imperative that FRA/HSRA refrain from collecting any "existing" noise data in these areas until after TRTP construction is completed. If this



instruction is not heeded, the background data that is collected will not properly represent actual noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.

- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact assessments conducted for these uses and facilities must be comprehensive, accurate, and representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.
- FRA/HSRA must perform follow up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

Respectfully submitted;

/s/ Jacqueline Ayer Jacqueline Ayer AirSpecial@aol.com 2010 West Avenue K, #701 Lancaster, CA 93536

August 29, 2014

Figure 1. Area Where Corridor Enters the Angeles National Forest to Avoid Acton Homes $\label{eq:continuous}$

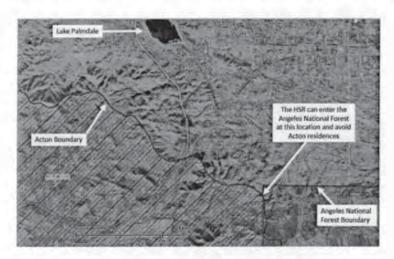


Figure 2: Alternative Corridor Study Area Adjustment



FOOTNOTES

- ¹ Page 2-4 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- 2 Figure 2-6 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note this figure, though generalized, indicates a 30 dB sound increase when going from a conventional locomotive operating at approximately 110 mph to a high speed train operating at approximately 200 miles per hour (where $V_{t1} = 60$ and $V_{t2} = 160$ as indicated in Table 4-5).
- ³ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. Assuming more than half the day trains run during peak hours results in a trip frequency exceeding 20 trains per hour.
- Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US, Department of Transportation.
- ⁵ Figures 2-6, 4-1, and pages 2-8 to 2-11 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁶ Actual noise exposure levels double with each incremental increase of 10 dBA, so a 10 dBA increase results in a doubled noise exposure level, a 20 dBA increase results in a quadrupled noise exposure level, and a 15 dBA increase approximately results in a tripled noise exposure level.
- Page A-17 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ⁹ Page A-18 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- Figure 2-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation. Note that for ICE systems, an onset rate of 15 dB/second is possible for a speed/distance factor of 2, and



assuming a train speed of 220 mph, this onset rate can occur within 110 feet of the high speed rail corridor.

- ¹⁰ Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- Page 2-7 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹² Page 3-2 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁴ Page A-20 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁵ See 2005 version of the "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US, Department of Transportation.
- ¹⁶ F. Bradley, C. Book, and A.E. Bowles. Effects of Low-Altitude Aircraft Overflights on Domestic Turkey Poults, Report No. HSD-TR-90-034, U.S. Air Force Systems Command, Noise and Sonic Boom Impact Technology Program, June 1990.
- ¹⁷ Page 6-2 of the "Noise and Vibration Technical Report" from the Merced-Fresno Project EIR/EIS issued April 2012, which states that 188 trains (94 in each direction) traveling between San Francisco to LA will pass through or stop in Fresno during the day, and 28 (14 in each direction) will do so at night. In addition, 48 trains (24 in each direction) traveling between Sacramento and Los Angeles will pass through or stop in Fresno during the day, and 8 more trains (4 in each direction) will do so at night. This results in a total of 272 trains traveling between Fresno and Los Angeles each day.
- ¹⁸ Table A-1 on Page A-21 of the 2012 "High-Speed Ground Transportation Noise and Vibration Impact Assessment" Manual published by the Federal Railroad Administration's Office of Railroad Policy and Development under the US. Department of Transportation.
- ¹⁹ For example, 25 is the number of residual severe impacts for the BNSF alternative reported in Table 8-2, but the sum of all the numbers of residual severe impacts for this alternative that are reported in Tables 8-9 to 8-11 only add up to 17.



²⁰ For example, Table 7-10 reports that 520 residences, 3 hotels, 1 park and 1 church will have "severe" impacts associated with the proposed hybrid alternative. Yet, Table 8-3 indicates that 416 "severe" receptors will be protected by the "cost effective" noise barriers, and 25 will not. There is no discussion of the extent (if any) to which the remaining 100 receptors will be protected, and why they it was deemed not "cost effective" to protect them.

COMMENTS ON THE FRA/CHSRA ENVIRONMENTAL REVIEW PROCEDURES THAT WILL BE IMPLEMENTD FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

In July, 2014, the Federal Railway Administration ("FRA") issued a Notice of Intent ("NOI") and the California High Speed Rail Authority ("HSRA") issued a Notice of Preparation ("NOP") for the proposed Palmdale-Burbank High Speed Rail ("HSR") project. The HSR project is subject to several federal and state environmental regulations, including the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"). The approach that has been adopted by FRA/CHSRA to comply with these regulations has raised a number of concerns, as described below.

1. CEQA APPLIES TO THE PALMDALE-BURBANK HSR PROJECT

Footnote 1 of the NOP issued by the HSRA states:

"The [CHSRA] Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commission Termination Acton of 1995, including that Act's preemptive effect on CEQA's application to this proposed project."

From the language appearing in this footnote, the HSRA appears to have the mistaken impression that CEQA compliance is somehow "optional" because the high speed rail project falls under the preemptive jurisdiction of the Surface Transportation Board. The HSRA is misinformed. At a minimum, the Palmdale-Burbank HSR project is subject to Section 404 requirements of the Federal Clean Water Act and, by extension, Section 401 requirements of the Clean Water Act. Jurisdiction over Section 401 compliance lies with the California Water Resources Control Board, which will not approve any 401 certification unless and until the CHSRA has complied fully with CEQA. Because the Palmdale-Burbank HSR project straddles two regional water boards (Lahontan and Los Angeles), the State Water Resources Control Board will assume responsibility for the 401 compliance certification. Like FERC's preemptive authority over dam licenses under the Federal Power Act, STB's preemptive authority over high speed rail projects does not, and cannot, obviate any obligation to fully comply with CEQA.

It is further pointed out that FRA's own "Procedures For Considering Environmental Impacts" [64 FR 28549] clearly recognize the applicability of CEQA because these procedures compel CHSRA to serve as a joint lead agency with FRA to address actions that are subject to state requirements that are comparable to NEPA (as is the case with CEQA). FRA procedures (found in 64 FR 28549 Section 6 paragraph 2] state:

"Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA".



To be clear, the Palmdale-Burbank HSR project is subject to all aspects of CEQA regulations, including those provisions that require HSRA to adopt mitigation measures and/or the "environmentally superior alternative" unless such measures or alternatives are shown (based on substantial evidence) to be infeasible.

2. THE SCOPE OF ROUTE ALTERNATIVES PROPOSED FOR THE PALMDALE-BURBANK HSR PROJECT IS TOO NARROWLY DEFINED

Both CEQA and NEPA require FRA/HSRA to consider a range of project alternatives that would substantially meet project objectives and protect environmental and community resources. The Palmdale-Burbank project described in the NOP and NOI issued by FRA/HSRA is too narrowly defined to meet these requirements. Specifically, the "Alternative Corridor Study Area" depicted in Figure 1 of the NOP is so limited that it precludes consideration of a route alternative that eliminates all impacts to virtually every community that lies between the cities of Palmdale and Burbank. To correct this substantial deficiency, the "Alternative Route Study Area" must be adjusted as depicted in Exhibit 1. This ensures that an alternative route will be considered which enters the Angeles National Forest ("ANF") outside the Community of Acton (see Exhibit 2) and remains underground in Acton within a corridor that avoids residential areas. This alternative route achieves all of the community, natural environment, and wildlife corridor protection provisions that were specified in the High Speed Rail Passenger Train Bond Act (Proposition 1A) that was approved by California voters in 2008. The amount of tunneling required for this alternative route is certainly achievable, and is in fact only slightly more than the 20.2 miles of tunnel already proposed for other alternatives considered for this Palmdale-Burbank HSR project (see the SCN + SR14E/W Hybrid alternatives). Equally important is the fact that the tunnel length required for this alternative is substantially less than what has been achieved by other HSR projects around the world. A finding by FRA/HSRA that this route cannot technically be achieved is tantamount to declaring that American engineers are neither as smart nor as capable as European or Japanese engineers (which is hardly the case). Consistent with CEQA and NEPA requirements, the "Alternative Route Study Area" must be expanded to ensure that this "no impact" route option is included in the range of alternatives considered in the Palmdale-Burbank EIR/EIS

3. PREVIOUS ENVIRONMENTAL REVIEWS CONDUCTED BY FRA/HSRA ON OTHER HSR SEGMENTS HAVE NOT PROPERLY IMPLEMENTED CEQA'S MITIGATION AND "ENVIRONMENTALLY SUPERIOR" PROVISIONS

CEQA's mitigation and environmental protection provision are much more stringent thatn NEPA regulations. For instance, under CEQA, HSRA is required to develop an "environmentally superior" alternative, and it requires HSRA to adopt mitigation measures and/or the environmentally superior project alternative if doing so successfully reduces significant impacts while still achieving most project objectives. The only exception to this is when it is conclusively demonstrated (by substantial evidence provided in the record) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Because the Palmdale-Burbank HSR project is subject to CEQA, these more stringent mitigation and environmental protection requirements apply.



For some reason, HSRA has not complied with CEQA's stringent mitigation requirements in the previous environmental impact studies that it has performed. For instance, in the Merced-Fresno EIR/EIS, the noise impact section and associated Technical Report state quite clearly that mitigation in the form of noise barriers would only be implemented in those areas where it is deemed "cost effective" to do so (see EIR/EIS Section 3.4). It further clarifies that "severe" noise impacts would remain unmitigated in those areas where noise barriers are not deemed "cost effective". HSRA fails to provide any proof that deploying additional noise barriers in these severely impacted areas would render the entire Merced-Fresno project financially infeasible. Even if HSRA declared this to be the case, such a declaration is not supported by any evidence provided in the record that the additional cost of one more foot of noise barrier would fiscally "break" the project. The Merced-Fresno EIR/EIS noise impact study clearly violates CEQA's mitigation and environmental protection provisions.

To make matters worse, the Summary Section of the Merced-Fresno EIR/EIS gives the *impression* that noise impacts would be fully mitigated, even though the noise impact section of the EIR/EIS makes it quite clear that noise impacts will NOT be fully mitigated. The EIR/EIS states (on page S-15) "In some locations, operational noise impacts of substantial intensity under NEPA and significant under CEQA would occur, but when fully mitigated they would be of negligible intensity under NEPA and less than significant under CEQA". This disingenuous and deceitful statement belies the fact that CHSRA has no intention of "fully mitigating" operational noise impacts, and for those decisionmakers and stakeholders that only review the EIR/EIS Summary, it instills the false belief that operational noise impacts will be fully mitigated.

Such deceit **WILL NOT** be tolerated in the Palmdale-Burbank project, and the Community of Acton insists on strict compliance with CEQA mitigation to the fullest extent of the law. This includes the consideration and adoption of an "Environmentally Superior" alternative which eliminates all impacts to virtually every community between Palmdale and Burbank, namely the underground route through the ANF described in Section 2.

4. KEY FEDERAL AGENCIES HAVE BEEN OMITTED FROM THE SCOPING PROCESS
Neither the U.S. Forest Service ("USFS") nor its parent agency (the US Department of Agriculture) have been identified as Participating Agencies (or even Cooperating Agencies) in FRA's NOI issued for the Palmdale-Burbank HSR project. This is particularly surprising, given that the USFS has jurisdiction over the Angeles National Forest ("ANF") which underlies the "Alternative Corridor Study Area", and is responsible for issuing the "Special Use Permit" or other relevant authorization that will be necessary to construct any route that affects the ANF. An HSR route through the ANF will eliminate adverse impacts on virtually every community between Palmdale and Burbank, and is therefore a matter of considerable interest to affected stakeholders. FRA's failure to include the USFS as a Participating Agency, and the USFS's failure to participate in the public scoping meetings has caused significant public unease, and has raised the public's perception that neither the FRA nor the HSRA are truly committed to developing a route that protects many tens of thousands of people from adverse impacts. This is particularly true in the Community of



Acton, which is traversed by (and will be substantially damaged by) every single HSR route proposed by FRA/HSRA. The Community of Acton expects FRA's failure to include the USFS as a Participating Agency will be rectified, and that the USFS will fully participate in the FRA/HSRA environmental review and public outreach efforts going forward.

5. INADEQUATE DEFINITION OF THE PALMDALE-BURBANK HSR PROJECT PRECLUDES MEANINGFUL PUBLIC COMMENT AT THIS TIME

The HSRA's proposed Palmdale-Burbank HSR project includes a "Route Alternative Study Area" which traverses the ANF. However, this alternative is so poorly defined and lacks locational information to such an extent that affected stakeholders are unable to provide meaningful scoping comments at this time. Regarding this HSR route alternative, it is expected that stakeholders will have future opportunities to provide scoping comments once this alternative is properly refined to a level which permits meaningful public comment. It is further expected that these comments will be accorded the same weight as any and all timely-submitted scoping comments that the FRA and CHSRA receive pursuant to the NOP and NOI issued July, 2014.

6. THE FRA/HSRA SCOPING PROGRAM ESTABLISHES INCONSISTENT DEADLINES

According to the comment cards and scoping flyer distributed jointly by the FRA and HSRA at the public scoping meetings that were held in August and noticed in the NOP and NOI, public scoping comments are due on or before August 31, 2014. However, the NOI issued by the FRA and published in the Federal Register establishes a public scoping deadline of August 25, 2014. The NOP issued by the HSRA was merely signed on July 24, 2014, and it does not specify any scoping comment deadline nor does it indicate a publication date. Despite these apparent inconsistencies and the clearly mixed message that the public has received from FRA/HSRA regarding when scoping comments are actually due, and in recognition of the fact that full and meaningful public participation is a fundamental objective of both CEQA and NEPA, it is expected that FRA and HSRA will deem all comments received on or before, or postmarked by, August 31 2014 to be timely submitted, and will accord them the same weight and due consideration given to all scoping comments submitted on or before August 25, 2014.

7. THE PALMDALE-LOS ANGELES HSR PROJECT HAS BEEN IMPROPERLY SEGMENTED INTO TWO SEPARATE PROJECTS IN VIOLATION OF CEQA & NEPA

The FRA/HSRA have taken a single project (the Palmdale-Los Angeles HSR project) and improperly split it up into two separate projects (the Palmdale-Burbank HSR and the Burbank-Los Angeles HSR Project) in violation of both CEQA and NEPA.

FRA claims that the Palmdale-Burbank project and the Burbank-Los Angeles project will have "independent utility", which means that these two projects are not "connected actions" (as that term is contemplated in NEPA) and will therefore function without need of, and independent from, each other. Such a statement is ridiculous *on its face*. A standalone high speed train connecting Burbank with Los Angeles is intrinsically non-viable



given the short distance it would cover (11 miles) and its "unnecessary" nature. FRA claims that the Burbank and Los Angeles terminals are "rational for transportation movements", but does not provide any supporting evidence that any passenger would ever have need of such transportation. The reason for this lack of evidence is simple; it does not exist. Additional reasons offered by FRA to further justify this improper segmentation of the Palmdale-Los Angeles project are equally insubstantial: for example, FRA claims that segmenting these two projects will provide "more effective planning and public outreach in these highly populated areas". Obviously this is untrue, as evidenced by the fact that FRA's public scoping and outreach actions for the two projects were combined into a single scoping and outreach effort. Clearly, FRA is capable of achieving adequate public outreach and planning for a combined Palmdale-Los Angeles project.

Aside from FRA's specious reasons for segmenting the Palmdale-Los Angeles project into two separate projects, there is the undeniable fact that approving the Burbank-Los Angeles portion of the project will influence the decision and force the Palmdale- Burbank project to proceed notwithstanding the environmental consequences. The Burbank-Los Angeles section serves as a necessary component of the Palmdale-Los Angeles HSR project and is therefore a connected action that is dependent on the Palmdale-Burbank Section. As the courts have determined, these are the hallmarks of distinguishing improper segmentation under NEPA and they clearly preclude FRA from splitting up the Palmdale-Los Angeles HSR project into two different projects.

Separating the Palmdale-Los Angeles HSR project into 2 different segments is also a violation of CEQA. Nonetheless, the NOP issued by HSRA asserts that splitting the Palmdale-Los Angeles HSR project into separate projects is necessary because a Supplemental Alternatives Analysis Report ["SAA"] issued in May 2014 says that "it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS." Aside from the obvious fact that SAA statements do not obviate CEQA compliance requirements, HSRA's action violates CEQA for other reasons. CEQA prohibits HSRA from breaking up the Palmdale-Los Angeles project into component parts for piecemeal consideration. The justifications for this action offered by HSRA in the NOP are the same justifications offered by the FRA in the NOI, and they fall apart for the same reasons.

8. FAILURE TO PROVIDE HSR NOISE LEVELS VIOLATES CEQA AND NEPA

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. *There is no question* that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank project.

Nonetheless, and despite these clearly stated requirements, FRA/HSRA have failed to consider (or even report) ANY actual high speed train noise levels in any of the



environmental assessments that have been conducted to date for the California High Speed Rail Program. Instead, FRA/HSRA only considered 24-hour "aggregate" noise values that were never published, and which were derived by reconciling existing noise data (averaged over 24 hours) with projected high speed train noise data (also averaged over 24 hours). While these "aggregate" values may perhaps be construed to represent some sort of indirect impact or perhaps a cumulative impact (both of which must be considered under CEQA), they do not, by any stretch of the imagination, represent "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. The Community of Acton will not tolerate such CEQA and NEPA violations, and demands that actual noise level predictions resulting from HSR operation in Acton be provided in the Palmdale-Burbank EIR/EIS. This can best be achieved by providing noise contour maps for Acton that are plotted in 10 dBA increments and range from the maximum value to 60 dBA or less.

Respectfully submitted;

/s/ Jacqueline Ayer Jacqueline Ayer Arspecial@aol.com 2010 West Avenue K, #701 Lancaster, CA 93536

August 29, 2014

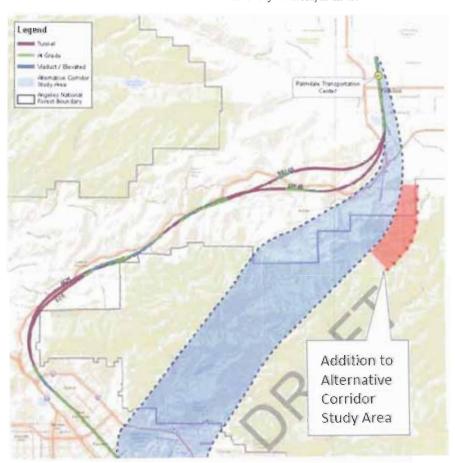
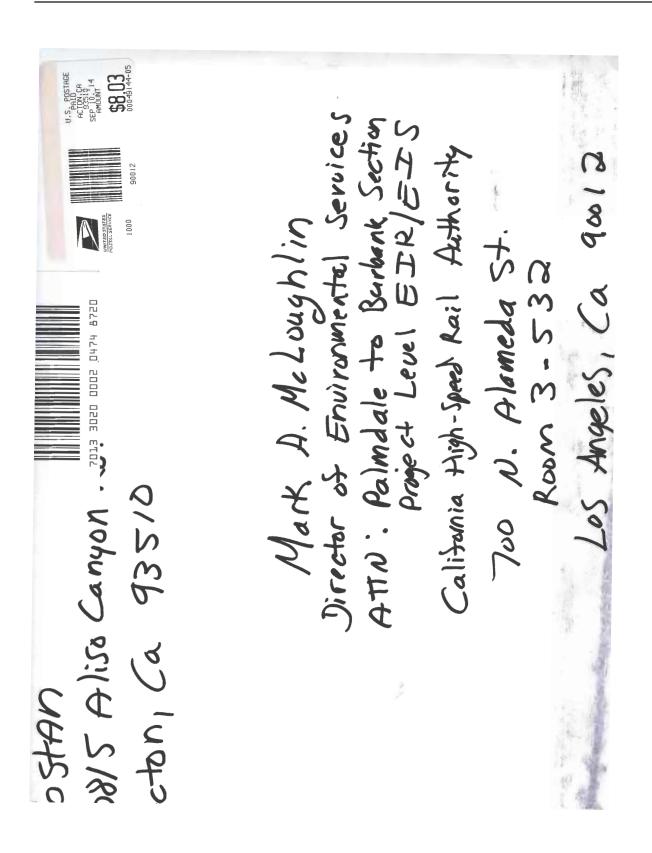


Exhibit 1: Alternative Corridor Study Area Adjustment



Exhibit 2. Location Where the HSR Should Enter the ANF to Avoid Acton Homes.







Submission I150 (Lavina & Michael Crawly, September 10, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
MEETING LOCATION: ACTON AFFILIATION: N.	DATE: 9/8/14
ADDRESS: 2500 Briar Gland EMALL MICrawley Dy CETY: Acton Would you like to be added to our marling list? (Check all that apply) NOTE: This does not reflectuate for formal request to receive legal outloons: PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSIBLE	MOIL COMPHONE: (eld -305-0097) ZIP: (B.D.LO PALMDALE TO BURBANK BURBANK TO LOS ANGÉNES TE TO SEE ADDRESSED IN THE PALMDALE TO
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WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

an quality health concerns Vibration home business. NOise Sovic Ixom

ADDITIONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

TOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmodale_burbank@hir-ce_gov.

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 21, 2014.



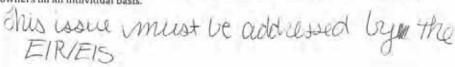
Submission 1150 (Lavina & Michael Crawly, September 10, 2014) - Continued

COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS

Both the California Environmental Quality Acton ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential wells impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property



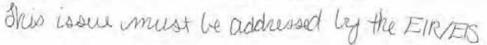
Submission I150 (Lavina & Michael Crawly, September 10, 2014) - Continued

FRA/HSRA MUST PROVIDE APPRORIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project. Thus ISSUL writes the cultivated by the

FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED

FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive followup investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These followup investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.



Submission I150 (Lavina & Michael Crawly, September 10, 2014)



Submission I151 (Christine Creekpaum, September 5, 2014)

Palmdale - Burbank - RECORD #728 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date : 9/5/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Chris Last Name: Arlington

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: chrisarlington43@yahoo.com

Cell Phone:

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues:

Sept 4, 2014

MCLoughlin, Director of Environmental Services
ATTN: PALMDALE TO BURBANK PROJECT SECTION
California High Speed Rail Authority
Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

I am writing to express my very strong opposition to the proposed alternative corridor for the High Speed Rail. I have been riding horses here for over

60 years. This project will severely impact our natural habitat that we have been fighting for so many years to maintain. We also have a Mitigation Bank in the Big Tujunga Cyn that includes the Tujunga ponds and I believe the area covers over 200 acres from Wheatland to the Foothill Bridge.

I consider your map to be way to vague. You are going to tunnel through a

earthquake fault zone, come out in Lakeview Terrace then have to cross Hansen

Dam which is a 50year flood zone. I

personally witnessed a house float down Big Tujunga Canyon and break up at the

Foothill Bridge during the 70'S.

Submission I151 (Christine Creekpaum, September 5, 2014) - Continued

A very large part of Hansen Dam is also a sacred Native American Buriel Ground which we are not allowed to build on except portable buildings

I feel following the original plan to go the 14 Highway to the 5 and follow the San Fernando corridor would have less impact . Although I feel for the least impact and danger build above ground and above the existing tracks for the Metrolink. Make it a monorail over everything with least amount of damage to the land and less danger to the public and wildlife

Thank you Christine C. Creekpaum

EIR/EIS Comment: Yes

Submission I152 (Steve Cremin, August 31, 2014)

Palmdale - Burbank - RECORD #356 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Steve Last Name: Cremin

Professional Title : Business/Organization :

Address: 5323 West Ave. V

Apt./Suite No.:

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

 Telephone:
 661-645-8022

Email: marmikersteve@aol.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Mr. McLoughlin,

As a resident of Acton, I'm deeply concerned about the HSR's effect on the local aquifer. I'm not convinced that an EIR can adequately predict the impact that the construction and operation of a high speed rail line will have on the local water supply. But, as we all struggle to make it through the current drought, please be mindful that our aquifer is a fragile member of our family. Hundreds of families in the area rely on well water for their survival. And, we're relying on you and your project to respect and protect our water. I don't support the HSR project. It seems to be an unnecessary risk at a time when most of the infrastructure of our state needs updating. But, if you must

proceed, please do so responsibly.

Thank you, Steve Cremin 5323 West Ave. V Acton, CA 93510 661-645-8022

Steve Cremin

marmikersteve@aol.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Oppose CAHSR Project

Submission I153 (Marla Cremin, August 31, 2014)

Palmdale - Burbank - RECORD #360 DETAIL

Status: Pending Record Date : 9/2/2014 Response Requested: No Submission Date : 8/31/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Marla Last Name : Cremin

Professional Title: Business/Organization:

Address: Apt./Suite No.:

City: Acton State: CA Zip Code: 00000

Telephone:

marmiker@aol.com Email:

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: To whom it may concern,
I just want it to be noted that I am an Acton resident that opposes the route of

the train that brings it through Acton -Agua dulce.

I am extremely worried about the impact it will have on our community.

Thank you Sincerely Marla Cremin

Sent from my iPhone

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission I154 (Robert D Crossan, August 29, 2014)

CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section
Scoping Comment Card

NAME: ROBERT D. CROSSAN

DATE: 8/28/14

MEETING LOCATION: ACTON ?

AFFILIATION: NONE

ADDRESS: 30412 ALISO CYN. RD. EMAIL: NONE

PHONE: 661 2691021

CITY: PALMDALE

STATE: CA.

ZIP: 93550

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK

BURBANK TO LOS ANGELES

*NOTE: This does not substitute for formal request to receive legal notices,

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Who needs High-Speed Rail? Hy.
We need underground systems utilities seplaced,
not anot repaired:
after that are streets + highways need to be
repaired. Repairing pot holes is a waste of money.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

The people of wellfair.

ADDITONAL COMMENTS:

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov

ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I154 (Robert D Crossan, August 29, 2014)



Submission I155 (Rich Crowther, August 29, 2014)

Palmdale - Burbank - RECORD #493 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Rich Last Name: Crowther

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: crowthers@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom it May Concern,

This e-mail is sent to express my complete opposition to the High Speed Rail Authority's vague and non-specific Alternative Corridor - New Study Area. I believe it totally irresponsible for the HSR to issue such a vague and non-specific map showing a nearly 500 square mile tract. Your constituents living within that area deserve better. This map puts them in the path of HSR and needlessly places them under a cloud of uncertainty

My community, Shadow Hills, is in the path of this ill-conceived route and I am adamant that no lines for HSR come through Shadow Hills, the Big Tujunga

Wash, nor the Angeles National Forest for several reasons. The Alternative Corridor would pose a threat to some of Los Angeles' last remaining equestrian

communities and ruin property values. Additionally, this disastrous path would pose a risk to several endangered species, mar a federal scenic highway, and

cross active earthquake faults, raising many safety issues.

Therefore, I recommend HSR stick to the original Rte 14/ I-5 route, which is far more direct and cost effective. The Rte14/I-5 route follows an already established,

industrial transportation corridor and will have far less residential and environmental impact.

Sincerely,

Rich Crowther

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Submission I156 (Gina Cruz, August 31, 2014)

Palmdale - Burbank - RECORD #395 DETAIL

Status :PendingRecord Date :9/2/2014Response Requested :NoSubmission Date :8/31/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Gina Last Name : Cruz

Professional Title : Business/Organization :

Address: 11483 Ruggiero Ave.

Apt./Suite No.:

City: Lake View Terrace

State: CA **Zip Code**: 91342

Telephone:

Email: ginakeilcruz@yahoo.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

I'm writing to you to express my strong opposition to the Alternative Corridor for the Palmdale to Burbank section of the rail line that would run through Lake View Terrace. I am a new resident of Lake View Terrace. My family just moved here from Bel Air in January of 2014. We purchased a new construction home on two acres in a beautiful section of Lake View Terrace right near the Hansen Dam. Our 10-year old daughter has been riding horses for four years, so we decided it was time to get our own horses. We moved here with the dream of having horses on our own property, but yet still being in the City of Los Angeles with a reasonable commute to Downtown LA. We are now the proud owners of two horses and are working on getting the backyard ready for the horses to come home.

This community is a unique hidden gem within the City of LA where life is a little more laid back, neighbors are very friendly and welcoming and there's always someone walking down the street on a horse. There is no place else like it in this city. Not only do the residents take advantage of the horse friendliness of the community but many others from surrounding areas come to this area to ride their horses, enjoy the beautiful trails and take lessons at the world class riding facilities, including Middle Ranch and the Hansen Dam Equestrian Center.

I was horrified to hear that a high speed rail line is being considered to come through this area. This is an area with a long established history as a ranch community, and one of the few areas in the City of LA where horses are allowed on residential properties. Any alteration to this community by a high speed rail line running through it would be a tragedy.

I am also a Licensed Civil Engineer, so if I take a moment to look at this from a practical perspective, and leave my emotions aside, it just does not make sense. I really don't think it's reasonable to expect that you can tunnel through the Verdugo Mountains, in an earthquake fault zone, and expect that it could be economically feasible. The assertion that it would be less expensive than going around the mountains can't possibly be based in reality. I would like to see the cost estimates supporting these claims. It seems to

Submission I156 (Gina Cruz, August 31, 2014) - Continued

me that it would make much more sense to utilize existing right of ways along the 14 and 5 freeways to keep the cost down, as well as minimize the impact to existing homes.

Mr. Antonovich's assertion that this alternative route should be considered to avoid impacting his constituents is entirely inappropriate. This type of impact on any community is tragic, and for him to suggest that the community he represents is more important than our community is just reprehensible.

I also need to mention that your community outreach efforts are severely lacking. Our home appears to lie within the study area, and we are walking distance from the Lake View Terrace Recreation Center where one of the meetings was held. We received no prior notice that this meeting was being held. I heard about it after the fact from a neighbor, and she only heard about it through friends on social media. Why were flyers not distributed to every homeowner affected by this study? I can only assume that efforts were made to keep this quiet, in order to minimize the opposition. Surely there are legal ramifications to such an approach.

I hope you will take a hard look at the severe impact this route would have on such a unique community, that deserves to be preserved. I hope that you will also take a realistic look at the costs of tunneling through the mountains, and potential safety hazards of running a train through a tunnel in an active fault zone. I feel confident that once you have considered these issues appropriately, you will make the right decision and abandon this alternative route.

Thank you for your consideration.

Sincerely,

Gina Keil Cruz, P.E. Homeowner 11483 Ruggiero Ave. Lake View Terrace, CA 91342

EIR/EIS Comment : Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :



Submission I157 (Linda Cummings, August 29, 2014)

Palmdale - Burbank - RECORD #511 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Linda Last Name: Cummings

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Kagel Canyon

 State :
 CA

 Zip Code :
 00000

Telephone:

Email: Linda.Cummings@warnerbros.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Attention HSRA:

We are STRONGLY OPPOSED to the idea of the bullet train running through what is known as "The Alternative Corridor. The possible impacts to not only Kagel Canyon, but the entire undeveloped area under consideration are too many to even enumerate, but all threaten to damage our quality and way of life and that of the wildlife that is already under constant strain. The train's impact to the environment (many endangered species live in the San Gabriels), the aquifer which supplies many of our wells, damage to the National Forest, etc. We also find it preposterous that this alternate route would be considered over a route that would make more sense...which would be the one listed in the original plan. This route is ALREADY impacted by people and should be the only route considered in order to keep the rural and wild area's intact. To do something of this magnitude through an undeveloped area is insanity, irresponsible and plain old WRONG. DO NOT do this, and you will help protect our canyon, our neighbors, our rural areas and our National Forest!

Thank you. Sincerely,

The Whelan's

Kagel Canyon residents Taxpavers

California Voters

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Submission I158 (Jan & Skip Cunningham, August 23, 2014)

Palmdale - Burbank - RECORD #228 DETAIL

Status: Pending Record Date: 8/24/2014 Response Requested: Nο Submission Date: 8/23/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Jan & Skip Last Name: Cunningham

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: janandskip@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

----Original Message-----

From: Jan & Skip Cunningham [mailto:janandskip@earthlink.net] Sent: Saturday, August 23, 2014 11:08 AM

To: 'palmdale-burbank@hsr.ca.gov'

Subject: Palmdale to Burbank Section EIR / EIS

Dear Mr. McLoughlin,

I'm sending this email in OPPOSITION to the above-ground alignment of the Palmdale to Burbank section of the proposed high-speed rail.

As I am a Sand Canyon resident, the preferred alignment is going directly from Burbank to Palmdale, and bypassing the Santa Clarita Valley all

Of the two alignments being considered through the Santa Clarita Valley, the tunnel extension alignment causes considerably less damage to our community.

The above ground alignment would be disastrous to us. The results would be irreparable.

It is way too close to two elementary schools, putting 1000 children in danger, and creating noise which would very negatively impact the ability of our children to learn in the classroom and play on the yard. It eliminates a community church and eliminates homes, which displaces

families, and will destroy our neighborhood.

The noise impacts would be intolerable and the visual impacts unsightly. In addition, it would eliminate a job center which has been approved for our community.

I would respectfully request that the Santa Clarita Valley is bypassed entirely. If that option is not chosen, please at least take into consideration the welfare of the residents of our valley, and adopt the tunnel alignment.

Submission I158 (Jan & Skip Cunningham, August 23, 2014) - Continued

Thank you, Jan Cunningham

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission I159 (Alisa Cunningham, August 29, 2014)

Palmdale - Burbank - RECORD #527 DETAIL

Status :PendingRecord Date :9/3/2014Response Requested :NoSubmission Date :8/29/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Alisa

Last Name : Cunningham

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Shadow Hills

 State :
 CA

 Zip Code :
 00000

 Telephone :
 818-472-2801

Email: alisa@alisacunningham.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom it May Concern:

I am writing this to express my opposition to the vague and non-specific Alternative Corridor - New Study Area for the High Speed Rail. As a Shadow Hills home owner of 4 years, I am deeply concerned about the destruction of our community that would be caused by this project.

This HSR alternative line puts Shadow Hills directly in the center of the proposed area and severely threatens our way of life. The damage this would cause to our quiet residential and surrounding environmentally sensitive areas is undeniable. It will descrate our property values while simultaneously bringing noise, pollution, construction impacts, and generally threatening the strong equestrian lifestyle we hold dear to our community here in Shadow hills.

That the HSR would put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR without first consulting with the public or City leaders is incomprehensibly irresponsible. To put that many people under this cloud of uncertainty-- not knowing whether or not they will get to keep their homes or have them taken by the government --is very simply wrong.

All of these issues, along with a myriad of environmental obstacles presented in this proposal, raise insurmountable costs that make this project infeasible. It seems as though Governor Brown, Supervisor Antonovich, and the High Speed Rail have taken none of these matters into account before making the rash and inconsiderate choice to publically release this alternative plan.

These lines need to go through commercial and industrial areas, like those that were originally proposed along Routes 14 and 5-- not through the San Gabriel Mountains, not through the Big Tujunga Wash, and not through Shadow Hills. I, along with my community, am relentlessly opposed to any

Submission I159 (Alisa Cunningham, August 29, 2014) - Continued

High Speed Rail lines going through these areas.

Please, stop this plan from reaching fruition. Find a less destructive path through existing transportation corridors and save Shadow Hills!

Alisa Cunningham | Teles Properties | 818.472.2801 | www.alisacunningham.com | BRE 01719178

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Do not prefer Alternative Corridor

Submission I160 (Akabi Danielian, August 31, 2014)

Palmdale - Burbank - RECORD #331 DETAIL

Status: Pending Record Date: 8/31/2014 Response Requested: No Submission Date : 8/31/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Website First Name: Akabi Last Name : Danielian

Professional Title: Business/Organization:

Address: Apt./Suite No.:

City: Sunland State: CA Zip Code: 91040

Telephone:

Email: akabi.danielian@yahoo.com

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: DO NOT BRING THE BULLET TRAIN THROUGH SUNLAND/TUJUNGA! As

it is we have excessive noise from the airplanes because of our proximity to the Burbank airport plus the police choppers that are trying to combat criminals on the Foothill Blvd. due to increased criminal activity. The last thing we need is the noise of a bullet train and possible added criminals in our beautiful community.

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission I161 (Eileen Daniels, August 28, 2014)

Palmdale - Burbank - RECORD #546 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Eileen Last Name: **Daniels**

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone:

Email: eileendaniels@aol.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr McLoughlin,

I am writing to regarding the proposed High Speed Rail from Burbank to Palmdale. I am OPPOSED to the above ground alignment as it will be too close to two schools, putting over 1000 students in danger as well as making teaching in the classrooms difficult due to the loud noise of the train.

In addition, this train would eliminate houses and a community church as well as have negative impacts on the local homes. The sound of the train would carry down the entire three miles of the canyon, as does the commuter train that now passes through the canyon.

We now have a beautiful quiet canyon and have no desire to have a high speed train passing above ground disturbing the quiet life we have sought to

Thank you for your time and consideration.

Eileen Daniels

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Submission I162 (Cindy Daurney, August 29, 2014)

I am writing this letter in opposition to
the alternative Carridan haute through angles
National Forest.

This houte wavel substantially interfect
with water heaviers and natural opings
This are is also home to many enlarged openies that need to be Considered.

Not to mention several actual santaguable faults.

This is a beautiful also that tens of thousands by LA Heiderth enjoy for beating family activities such as liking, hising, harochoek riding etc.

Cindy Paurey
15860 Surain st
Aufman, Ca
91342

U.S. Department

of Transportation Federal Railroad

Submission I162 (Cindy Daurney, August 29, 2014)





Submission I163 (Karen Daves, August 26, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

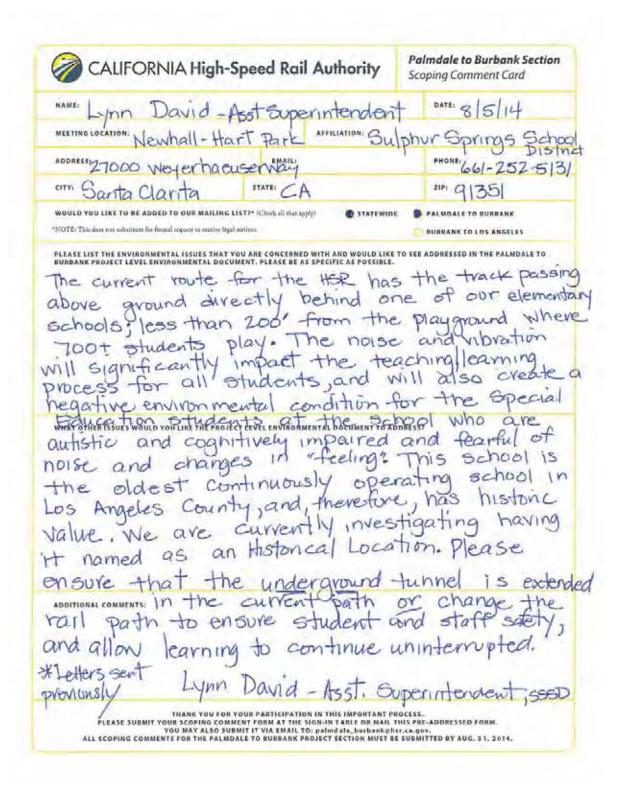




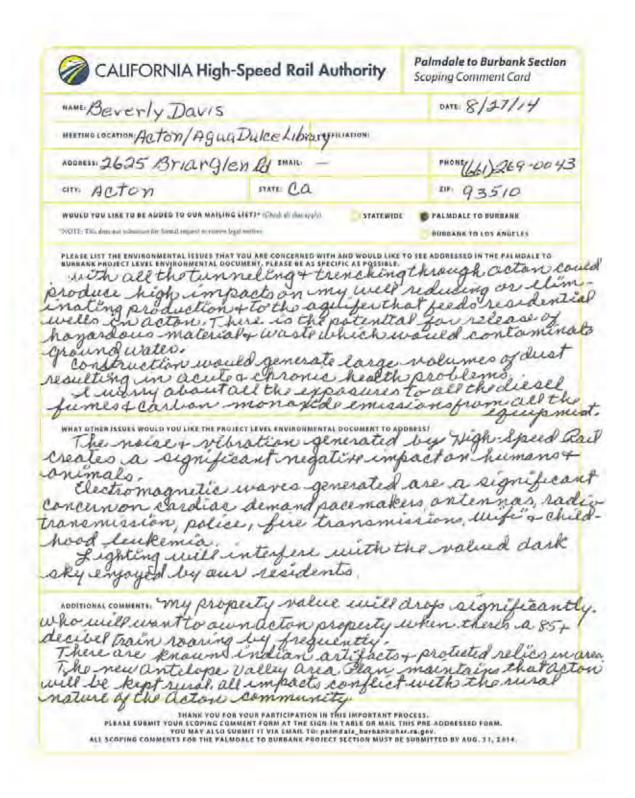
Submission I163 (Karen Daves, August 26, 2014) - Continued



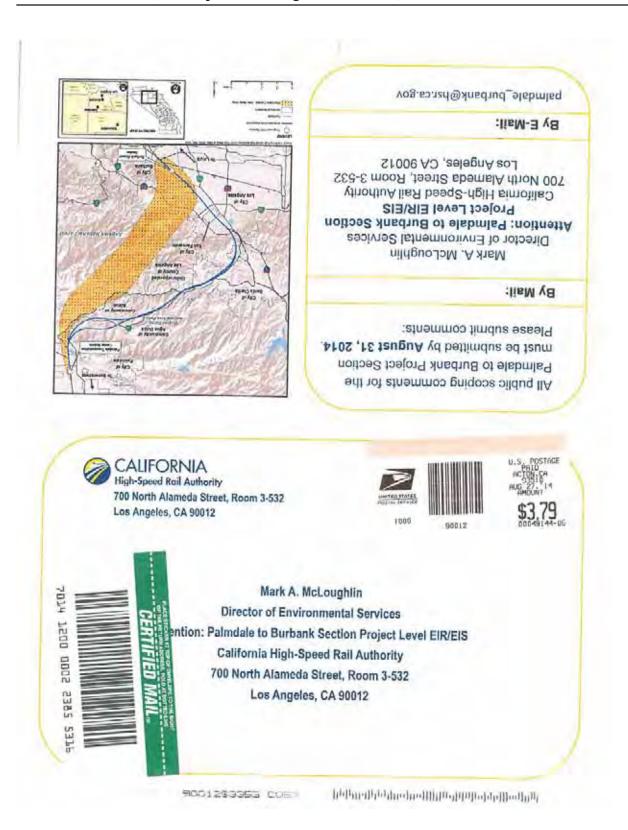
Submission I164 (Lynn David, Sulphur Springs School District, August 5, 2014)



Submission I165 (Beverly Davis, August 27, 2014)



Submission I165 (Beverly Davis, August 27, 2014)





Submission I166 (Katherine Dayen, September 12, 2014)

Palmdale - Burbank - RECORD #830 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: Nο Submission Date: 9/12/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Katherine Last Name: Dayen

Professional Title :

Business/Organization:

Address: 9930 Shadow Hills Drive

Apt./Suite No. :

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

 Telephone :
 818.515.9206

Email: dayenight1@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: September 10, 2014

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority 700 North Alameda St. Room 3-532 Los Angeles, California 90012

Dear Mr. McLoughlin,

I am writing this e-mail to vehemently oppose the alternate route of the High Speed Rail from Palmdale to Burbank via the Angeles National Forest and through the foothill communities of Shadow Hills, Lake View Terrace, Sunland, Tujunga, and La Tuna Canyon. First of all, to propose an alternate route via a 500 square mile yellow swath on a map, without delineating a specific route, is irresponsible and borders on criminal. The thousands of lives, as well as existing natural habitats including the Angeles National Forest and our scenic corridor, obviously weren't taken into consideration before such a haphazard plan was proposed.

When the SHPOA Board of Directors met with the High Speed Rail Authority last year, they showed us the proposal for the HSR to follow the path of the 14 and 5 freeways, as well as existing rail lines. This route should absolutely be the proposed route of choice. Following existing transportation corridors and going through mostly industrial areas will have a lesser negative impact on the environment than dissecting an established neighborhood and scenic corridor. Therefore, this alternate route through the Angeles National Forest should be removed from consideration!

Shadow Hills, Lake View Terrace, and the surrounding communities boast one

of the last vestiges for equestrians in the City of Los Angeles. We have miles of established trails and open space for equestrian activities. This area also boasts the Big Tujunga Wash Mitigation Area which is habitat to

Submission I166 (Katherine Dayen, September 12, 2014) - Continued

fish, fowl, and assorted wildlife including bobcats. This spot is so protected, fishing isn't allowed...yet you propose to run a high speed train through this area! In addition to harming the wildlife, the proposed elevated track through this scenic corridor would completely ruin the topographical view for all who live or travel through this area.

It is also inconceivable for me to believe that you would actually tunnel through the Angeles National Forest. This is a NATIONAL forest, which is protected land! To irresponsibly say that tunneling through the majestic mountains of the Angeles National Forest would not have a negative impact on the environment is laughable. Think of the noise, air pollution, dust, and wear on the roadways that thousands of truck trips hauling thousands of cubic feet of dirt out of the forest would have on our environment. The impact would be devastating and destructive to native wildlife, water tables, and possibly the stability of the mountains. This fact alone should remove this proposed route from consideration. California is hurting in this economy. People and businesses are moving out of this state to live in areas with less tax burden. Why would you waste millions of dollars to conduct an EIR on a proposal that is obviously harmful to the environment and will permanently scar natural habitats?

I purchased my first home in Shadow Hills thirteen years ago, and I feel blessed to be able to live in such a unique area. Like most residents here, I work very hard to maintain my property. The residents of this area embrace the nature that surrounds us. Several residents own working ranches, and this is their livelihood. There aren't many places that can afford the charm of country living with the benefit of being so close to the city. And I can guarantee you, that after working so hard during re-districting last year to maintain the congruency of our equestrian/agricultural area, we are not about to let a high speed train dissect all that we have fought for.

I implore you to stop this insanity! Please don't waste any more time and money on a proposal that is doomed from the start. The original proposal utilizing the 14 and 5 freeways and the existing transportation corridor should be the route of choice.

Respectfully,

Katherine Dayen, Pharm.D.

9930 Shadow Hills Drive Shadow Hills, California 91040 818-515-9206

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Form Letter:

Submission 1167 (Lois Dayen, September 12, 2014)

Palmdale - Burbank - RECORD #796 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date: 9/12/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Lois Last Name:

Professional Title:

Business/Organization:

Address: 9930 Shadow Hills Drive

Dayen

Apt./Suite No.:

City:

State: CA Zip Code: 91040

Telephone:

Email: ldayen2010@hotmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: September 12, 2014

Mark A. McLoughlinDirector of Environmental Services
California High Speed Rail AuthoritySouthern California Reginal Office700 N.
Alameda Room 3-532Los Angeles, Ca. 90012

Dear Mr. McLoughlin, This letter is in opposition

for the proposed high speed rail (HSR) from Burbank Airport to Palmdale,

would pass through Shadow Hills. The

primary proposition for this HSR was to reduce commute by 14 minutes;

this motion for the second route is economically not feasible and illegal.

Shadow Hills is a quiet and well-established rural

community with many small businesses, recognizable equestrian estates, and

the Los Angeles National Forest. Such proposal,

if passed, would cause disruption to our quaint community, which has partially protected land owned by the FOND Family Foundation, uproots the

preservation of

the existing wildlife, and interferes with the sanctity of the Los Angeles

National Forest.

Instead of the second proposal (e.g., a line through

Shadow Hills), and spending money on an Environmental Impact Report,

why not use

the existing utility and transport corridor,

which has the least impact on the environment and surrounding community.

Submission I167 (Lois Dayen, September 12, 2014) - Continued

Tunneling through the national forest would also be going through many earthquake faults. Do we really want to do something like that?
We need to think of the safety issues involved with that.

The Rail Authority has to choose the most economic rout. That would be the original planned route!!

Sincerely,

Lois M. Dayen

9930 Shadow Hills Drive

Shadow Hills, Ca.

91040

Ldayen2010@hotmail.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission I168 (Kelly Decker, August 28, 2014)

Palmdale - Burbank - RECORD #544 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Kelly Last Name: Decker

Professional Title: **Business/Organization:**

Address: 11440 Moonhill Road

Apt./Suite No.:

City: Kagel Canyon

State: CA Zip Code: 91342

Telephone:

Email: kellyerindecker@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr.Mark A. McLoughlin

Directorof Environmental Services

Attention: Palmdale to Burbank Section Project level EIR/EIS CaliforniaHigh-Speed Rail Authority

700North Alameda Street, Room 3-532

LosAngeles, CA 90012

Re:Objection to the Continued Exploration of the "Alternative Corridor"

DearMr McLoughlin:

lam writing today to implore you to abandon efforts to determine an alignmentfor the Palmdale to Burbank section of the bullet train project through thearea known as the "Alternative Corridor".

Asa resident of Kagel Canyon, an unincorporated community of 300 homes located within the Angeles National Forest, I have watched with concern as plans forthe Alternative Corridor have been developed. I have attended two of the local scoping meetings and have been dismayedto learn of the misunderstanding and lack of knowledge that employees of the California High Speed Rail Authority have displayed regarding basic facts about the Alternative Corridor.

Theprevailing mindset seems to be that "Since no one lives in the AlternativeCorridor, no one will care if the Bullet Train is routed through there; it'sjust forest." This assumption is simply incorrecton a multitude of levels.

First,I wish to address the ignorant notion that no one lives within the AlternativeCorridor. Plenty of folks live withinthe Alternative Corridor. Kagel Canyonis just one of a number of residential enclaves, and one of several withhistoric significance to Los Angeles County. For the most part, our residents choose to live here because werepresent one of the last remaining vestiges of rural life within metropolitanLos Angeles.

Second, I wish to correct the notion that because most of the area within the Alternative Corridor is unoccupied forest land, it's acceptable for the HSRA to

Submission I168 (Kelly Decker, August 28, 2014) - Continued

tear it up. If anything,quite the opposite is true. The San Gabriels are a national treasure that deserveprotection by our representatives, not destruction. This incredible mountain range is home to many rare and endangered species, includingCalifornia's precious mountain lions, Nelson's bighorn sheep, mountain yellow-leggedfrogs, Santa Ana suckers and Pacific pond turtles. The unique topography of the mountains offersspectacular vistas, ranging from rugged desert peaks to lush valleys with beautifulstreams, and attracts millions of visitors each year. The mountains are sotreasured that President Obama is currently considering a bill to declare theSan Gabriels a national monument.

Despite this, California's HSRA proposes to bore 25miles of tunnels thousands of feet below and through the San Gabriel Mountains. The processof creating the tunnels and the corresponding years of construction within the

Additionally, most residents of the area rely on wells whichdraw their drinking water from an aquifer located underneath these mountains. If the health and well being of our littleenclave of forest-dwellers is not concern enough for the HSRA, please considerthat the Tujunga and Pacoima Washes are significant natural water ways that feed captured water to the underground aquifers onwhich the greater Los Angeles Area depends forits water. These two areas are justa part of a greater water system located within the San Gabriels which is comprised falluvial washes, underground caves, artesian springs, and stream beds, all ofwhich work together to naturally filter the rain and melting snow from the mountainswhich supply LA's primary aquifer. Ifany one part of this complex water system is damaged by the boring and otherdestructive methods used to construct the train tunnels, the effects on thewater supply for greater Los Angeles cannot be understated.

Wehave also been informed that any tunnels through the San Gabriels would emergefrom underground through a portal that would be located somewhere along thefoothills, roughly between Van Nuys Boulevard and Big Tujunga Wash. Per the San Gabriel/Verdugo Mountains ScenicPreservation Specific Plan adopted by the City of Los Angeles in 2004, thisarea has been designated a scenic byway and as such, should not be destroyed toaccommodate three tunnels carrying an unknown number of northbound andsouthbound trains every day.

Theoriginal route that was proposed to connect the Palmdale and Burbank stationsgenerally followed the 5 and 14 freeways, where the transit authority alreadyhas an easement to operate. Even in theareas where the train route would have to diverge from the existing freeways, those areas have already been developed. The residents of Santa Clarita who complain about the possibility of atrain coming through their area already have two major freeway systems, not tomention countless strip malls and development after development of tracthousing units. If one of the 9 McDonald'sin Santa Clarita has to be razed to accommodate the train tracks, what, really, is the loss?

Weare all aware that the only reason that the Alternative Corridor is even beingconsidered is because of the political pressure exerted by County SupervisorMike Antonovich's powerful constituents in Santa Clarita, who don't wish forthe Bullet Train to pass by their properties. There is no reason why a national forest of virgin beauty should be sacrificed to placate the desires of residents of a region that has already beenurbanized. Politics should not bepermitted to outweigh all other considerations when determining the best andultimate course for the Bullet Train.

Furthermore, because a specific alignment has not yet been determined within the AlternativeCorridor, it is impossible for residents of the surrounding communities to evenfully assess the situation, let alone relay their specific concerns. Should it come to the point where a specificalignment is identified within the Alternative Corridor, I would ask that theHSRA hold additional

Submission I168 (Kelly Decker, August 28, 2014) - Continued

scoping meetings to afford such residents the sameopportunity as has been afforded those residents surrounding the originally proposedroute through Santa Clarita.

Ithank you in advance for your thoughtful consideration,

KellyDecker 11440Moonhill Road KagelCanyon, CA 91342

cc: Councilman Felipe Fuentes, Supervisor Mike Antonovich, Supervisor Zev Yaroslavsky, Mayor Garcetti, Assemblyman Bocanegra

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I169 (Don Delson, September 12, 2014)

September 12, 2014

To: Mr. Horace Greczmiel Environmental Services California High-Speed Rail Authority Board Federal Railroad Administration Surface Transportation Board

C/0

Mark A. McLoughlin, Director of Environmental Services California High-Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Attn: Palmdale to Burbank Project Section

I am writing to protest a proposed High-Speed Rail route involving the Angeles National Forest, Verdugo Mountains, Big Tujunga Wash, and the surrounding communities of Shadow Hills, Lake View Terrace, and La Tuna Canyon. I implore you not to waste tax dollars by including this vague, implausible route in any Environmental Impact Report.

This alternate route seems a last minute, poorly thought out solution that is not in concert with the stipulations approved by the voters in Proposition 1A. The law clearly states that the route must follow existing transportation and utility corridors where feasible to avoid impacting communities and the natural environment.

If you are not familiar with the areas cited above, you must understand that High-Speed Rail in these areas would negatively impact these neighborhoods, adjacent riparian woodlands which contain areas of designated mitigation banks and populations of endangered species, as well as aquifers that store up to 10% of the drinking water provided to Los Angeles. Infringing on these areas not only would impact some of the rich diversity of Los Angeles as these neighborhoods comprise some of the last remaining equestrian areas, but would also contribute to an increased species extinction rate by destroying native plant habitat. If you don't believe the latter, try reading "Has the Earth's Sixth Mass Extinction Already Arrived?" by Prof. Anthony Barnosky et al, published in the March 3, 2011 edition of *Nature*.

The impact of High-Speed Rail through these areas would endanger the following:

- 1. Wildlife corridors
- 2. Flood protection provided by Hansen Dam
- 3. Ground water (by de-watering of the sub-surface area in the Big Tujunga wash)
- 4. Damage to flora and fauna habitat
- 5. LADWP strategic (secret) power facilities
- 6. Designated scenic corridors
- 7. Angeles Forest National Monument
- 8. Preserve areas such as the Fond Land Preservation Foundation acreage
- 9. Undisclosed sites of Native American burial grounds
- 10. Recreational areas
- 11. Designated mitigation banks



Submission I169 (Don Delson, September 12, 2014) - Continued

In turn, the High-Speed Rail is itself negatively impacted by:

- 1. Inability to comply with the specific requirements of Proposition 1A, such as not interfering with wildlife corridors, minimizing impact on the natural environment, using existing transportation and utility rights of way so as to reduce impact on communities and therefore expend the least amount of bond funds as a percent to total cost of construction
- 2. High costs of an EIR that will most likely support the unsuitability of the proposed route in question because of the unacceptable impact on the environment, the danger of de-watering underground water sources, huge construction costs, and unfeasible tunnels or overhead construction due to existing structures such as Hansen Dam and the 210 and the 5 Freeways and natural impediments such as deep bedrock and ground water
- 3. High tension power lines that cross the Big Tujunga Wash
- 4. Numerous earthquake fault lines
- 5. High cost of condemning land along the route because of no existing rights of way
- 6. Powerful water flow from the mountains that have twice washed out bridges across the Big Tujunga Wash, bringing with it huge rock debris and mud flows
- 7. High costs of tunneling
- 8. Public reaction to destruction of one of the few natural open space recreational areas in Los Angeles
- 9. Ire of environmental groups who will fight to protect endangered flora and fauna
- 10. Massive delays resulting from lawsuits filed on behalf of residents, foundations, home owner groups, environmental groups, and other interested entities

It's time to take stock and revisit the original routes along the 14 Freeway as more feasible, less costly, less destructive to wildlife and to the environment and more importantly, more in line with the legal requirements of Proposition 1A.

Thank you for your consideration.

Don Delson Shadow Hills Resident



Submission I170 (Kathy Delson, September 12, 2014)

September 12, 2014

To: Mr. Horace Greczmiel Environmental Services California High-Speed Rail Authority Board Federal Railroad Administration Surface Transportation Board

C/0

Mark A. McLoughlin, Director of Environmental Services California High-Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Attn: Palmdale to Burbank Project Section

I am writing to protest a proposed High-Speed Rail route involving the Angeles National Forest, Verdugo Mountains, Big Tujunga Wash, and the surrounding communities of Shadow Hills, Lake View Terrace, and La Tuna Canyon. I implore you not to waste tax dollars by including this vague, implausible route in any Environmental Impact Report.

This alternate route seems a last minute, poorly thought out solution that is not in concert with the stipulations approved by the voters in Proposition 1A. The law clearly states that the route must follow existing transportation and utility corridors where feasible to avoid impacting communities and the natural environment.

If you are not familiar with the areas cited above, you must understand that High-Speed Rail in these areas would negatively impact these neighborhoods, adjacent riparian woodlands which contain areas of designated mitigation banks and populations of endangered species, as well as aquifers that store up to 10% of the drinking water provided to Los Angeles. Infringing on these areas not only would impact some of the rich diversity of Los Angeles as these neighborhoods comprise some of the last remaining equestrian areas, but would also contribute to an increased species extinction rate by destroying native plant habitat. If you don't believe the latter, try reading "Has the Earth's Sixth Mass Extinction Already Arrived?" by Prof. Anthony Barnosky et al, published in the March 3, 2011 edition of *Nature*.

The impact of High-Speed Rail through these areas would endanger the following:

- 1. Wildlife corridors
- 2. Flood protection provided by Hansen Dam
- 3. Ground water (by de-watering of the sub-surface area in the Big Tujunga wash)
- 4. Damage to flora and fauna habitat
- 5. LADWP strategic (secret) power facilities
- 6. Designated scenic corridors
- 7. Angeles Forest National Monument
- 8. Preserve areas such as the Fond Land Preservation Foundation acreage
- 9. Undisclosed sites of Native American burial grounds
- 10. Recreational areas
- 11. Designated mitigation banks



Submission I170 (Kathy Delson, September 12, 2014) - Continued

In turn, the High-Speed Rail is itself negatively impacted by:

- 1. Inability to comply with the specific requirements of Proposition 1A, such as not interfering with wildlife corridors, minimizing impact on the natural environment, using existing transportation and utility rights of way so as to reduce impact on communities and therefore expend the least amount of bond funds as a percent to total cost of construction
- 2. High costs of an EIR that will most likely support the unsuitability of the proposed route in question because of the unacceptable impact on the environment, the danger of de-watering underground water sources, huge construction costs, and unfeasible tunnels or overhead construction due to existing structures such as Hansen Dam and the 210 and the 5 Freeways and natural impediments such as deep bedrock and ground water
- 3. High tension power lines that cross the Big Tujunga Wash
- 4. Numerous earthquake fault lines
- 5. High cost of condemning land along the route because of no existing rights of way
- 6. Powerful water flow from the mountains that have twice washed out bridges across the Big Tujunga Wash, bringing with it huge rock debris and mud flows
- 7. High costs of tunneling
- 8. Public reaction to destruction of one of the few natural open space recreational areas in Los Angeles
- 9. Ire of environmental groups who will fight to protect endangered flora and fauna
- 10. Massive delays resulting from lawsuits filed on behalf of residents, foundations, home owner groups, environmental groups, and other interested entities

It's time to take stock and revisit the original routes along the 14 Freeway as more feasible, less costly, less destructive to wildlife and to the environment and more importantly, more in line with the legal requirements of Proposition 1A.

Our communities refuse to be "thrown under the train" for political reasons.

Kathy Delson Shadow Hills Resident



Submission I171 (Merle DeMartelaere, August 5, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card		
NAME Merle Del	lartelaere			DATE: 8/5/14
MEETING LOCATION:		AFFILIATION		
ADDRESS:	EMAIL!	EMAILS JOMETIE @ att net PHONES		PHONES
CITYI	STATES	TATE: ZIP:		
WOULD YOU LIKE TO BE ADDED TO OU	Charles St. Carles are	ply) STATEWIO		ALMDALE TO BURBANK URBANK TO LOS ANGELES
WHAT OTHER ISSUES WOULD YOU LIK THEIR UPE NO NE Solar and will electricity will be transferred	wolams being home.	therp !	etic Who ele	it's the
solar and will electricity wi	wolams being home.	therp !	etic Who ele	it's the

Submission 1172 (Judith Demsky, August 27, 2014)

Palmdale - Burbank - RECORD #280 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Judith Last Name: Demsky

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Newhall State: CA Zip Code: 00000

Telephone:

Email: JDemsky@aol.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues : August 27, 2014 Jeff Morales

Chief Executive Officer California High-Speed Rail Authority

770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14

northern Los Angeles County. Whatever one thinks of the project as a whole,

this portion as

planned hurts our communities between Burbank and Palmdale. The

proposed route would

negatively impacts schools, churches and residential dwellings. The proposal has already

triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally

way to reset the discussion and stop the disruption of the real estate markets in those

communities. I believe if the Authority was to do that, a more meaningful and promising debate

could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly,

environmentally friendly and less community-intrusive route between the

Antelope Valley and

the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Judith Demsky



Submission I172 (Judith Demsky, August 27, 2014) - Continued

Newhall, CA 91321

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission I173 (Susan & Derek Dennis, August 18, 2014)

Palmdale - Burbank - RECORD #137 DETAIL

Status :PendingRecord Date :8/18/2014Response Requested :NoSubmission Date :8/18/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Email

First Name : Susan & Derek

Last Name : Dennis

Professional Title :

Business/Organization:

Address: 10430 Glory Avenue

Apt./Suite No.:

 City:
 Tujunga

 State:
 CA

 Zip Code:
 91042

Telephone :

Email: dzdennis@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: I'm writing to oppose the proposed alternate corridor from Palmdale to

Burbank. It will destroy our beautiful natural area of Angeles National Forest. It will also destroy some of the last rural areas in the Los angeles area. My family lives on the edge of this alternate corridor and we don't want our area

destroyed with this costly boondoggle.

Sincerely,

Susan and Derek Dennis

10430 Glory Ave. Tujunga, CA 91042

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission I174 (Cynthia Despres, September 11, 2014)

Palmdale - Burbank - RECORD #835 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Cynthia Last Name: Despres

Professional Title :

Business/Organization :

Address: 10340 Valley Glow Drive

Apt./Suite No.:

City: Shadow Hills

State: CA **Zip Code**: 91040

Telephone :

Email: cynthia.despres@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

Palmdale_burbank@hsr.ca.gov

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532

LA, CA 90012

Dear Mr. McLoughlin:

We are angry and shocked at the reckless and irresponsible proposal to divert the High Speed Rail route from previously existing corridors to the new study area that is mapped out as a vague 400 square mile, yellow, banana shaped curse. This alternative route is infeasible and would intrude on the inhabitants of, not only the Shadow Hills community, but the Angeles Crest natural habitat as well. This alternate proposal would compromise the integrity of this area and cause irreparable damage that is and would be completely avoidable if this proposal is immediately withdrawn to prevent further damage to our community.

We are opposed to any of the lines coming through Shadow Hills or the Big Tujunga Wash and the lines need to go through commercial and industrial areas, not residential or sensitive environments.

They are required to select the route that has the least impact on natural habitat. In no way does this new alternative route through the Angeles Crest Forest provide for the least impact on natural habitat. In what way does this alternative plan meet the requirements and objectives of 1A?

Submission 1174 (Cynthia Despres, September 11, 2014) - Continued

One of the requirements of route selection would be the one that is the most economic. It is impossible that a route that requires extensive, difficult tunneling would be the most economic. Instead, existing transportation and utility corridors must be utilized.

There will be numerous significant negative impacts to the Tujunga Wash, floodlines, wildlife corridors, endangered plants and animals, active earthquake faults, pollution, noise and scenic highways. All of this is avoidable if this proposal is immediately withdrawn.

Already property owners in Shadow Hills are experiencing negative impacts on property values because of the uncertainty of the imminent large scale destruction to our community. Escrows have already fallen through. Property owners are already experiencing hardship due to this reckless and irresponsible route proposal.

Suddenly thrusting this proposal as an alternative route without prior community input is reckless, unacceptable and completely suspect. This is yet another attempt to shut out transparency and public participation.

As a community, we have been blind-sided by this proposal. It is unconscionable to propose such a massive, destructive and irresponsible enterprise in our midst without so much as a forewarning. Shadow Hills is a unique community with its own unique history that must be protected. This alternative proposal would irrevocably destroy this community.

I have joined others in my community to fight this proposal and to stand up to shout that our community is not disposable and a weak pawn in a political game.

Sincerely,

Cynthia Despres 10340 Valley Glow Drive Shadow Hills, CA 91040 cynthia.despres@gmail.com

Cc:

Felipe.fuentes@lacity.org

Claudia.rodriguez@lacity.org Paul.krekorian@lacity.org
Wesly.hernandez@lacity.org marcos.sanchez@asm.ca.gov

Councilmember.martinez@lacity.org tbell@lacbos.org

fifthdistrict@lacbos.org mcano@lacbos.org

Submission I174 (Cynthia Despres, September 11, 2014) - Continued

shpoa@shpoa.us raul.bocanegra@asm.ca.gov

zev@bos.lacounty.gov mayor.garcetti@lacity.org

Teresa.lamb@mail.house.gov jim.dantona@lacity.org

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Form Letter :

Submission I175 (Thom Despres, September 11, 2014)

Palmdale - Burbank - RECORD #836 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: thom Last Name: despres

Professional Title : Business/Organization :

Address: 10340 Valley Glow Drive

Apt./Suite No.:

City: Shadow Hills

State: CA **Zip Code**: 91040

Telephone :

Email: thom.despres@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

Palmdale_burbank@hsr.ca.gov

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532

LA, CA 90012

Dear Mr. McLoughlin:

We are outraged at the proposal to divert the High Speed Rail route from previously existing corridors to the banana shaped menace that would intrude on the inhabitants of, not only the Shadow Hills community, but the Angeles Crest natural habitat as well. They are required to select the route that has the least impact on natural habitat. In no way does this new alternative route through the Angeles Crest Forest provide for the least impact on natural habitat.

In addition, this vague and non-specific Alternative Corridor-New Study Area has a non-specific map that makes it impossible for families and residents of the Shadow Hills community to make informed decisions as to how to countermand it.

Submission I175 (Thom Despres, September 11, 2014) - Continued

This proposal for an alternative route (New Study Area) is a most blatant example of poor planning and reckless disregard for our community as well as the environment. The costs and extreme impact of such a wild speculation are impossible to predict. If a high-speed rail project must be considered, it should utilize previously existing corridors such as Highway 14, to lessen the further degradation of the last natural geography in Los Angeles.

We are highly concerned about the yet to be studied impact to nearby earthquake faults, endangered species, federal waters, pollution, noise and scenic highways. In addition, the negative impact on property values, the impending implementation of eminent domain and the destructive effects of long-term construction will cause extreme degradation and hardship to our community. This infeasible route needs to be immediately reconsidered as even a possibility.

As a community, we have been blind-sided by this proposal. It is unconscionable to propose such a massive, destructive and irresponsible enterprise in our midst without so much as a forewarning.

The destruction of our way of life to suit the political needs of Michael Antonovich and his constituency is an unparalleled mockery of common sense and principle.

Sincerely,

Thom Despres
10340 Valley Glow Drive
Shadow Hills, CA 91040
Thom.despres@gmail.com

Cc:

Felipe.fuentes@lacity.org

Claudia.rodriguez@lacity.org Paul.krekorian@lacity.org
Wesly.hernandez@lacity.org marcos.sanchez@asm.ca.gov

 $Council member. martinez@lacity.org \qquad tbell@lacbos.org$

fifthdistrict@lacbos.org mcano@lacbos.org

Submission I175 (Thom Despres, September 11, 2014) - Continued

shpoa@shpoa.us raul.bocanegra@asm.ca.gov

zev@bos.lacounty.gov mayor.garcetti@lacity.org

Teresa.lamb@mail.house.gov jim.dantona@lacity.org

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Form Letter :

Submission 1176 (Caryn and John Devine, August 10, 2014)

Palmdale - Burbank - RECORD #146 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/10/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Caryn/John Last Name: Devine

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: devine845@roadrunner.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: COMMENTS IN OPPOSITION TO THE BULLET TRAIN

What this State needs is WATER, not a Bullet Train. But, if you insist on continuing with this debacle, please tunnel Jerry's

ChooChoo train though the San Gabriel Mountains, and not through Acton.

If you really care about the future of California, start building desalinization plants or a pipeline from the Colombia River. The People of California need and want WATER. Without water, there will be nobody left in California by the time you finish your Browndoggle. Everybody will have left for states with WATER.

Providing water for the farmers and residents of this wonderful state

will provide all the jobs that you say the HSR will provide.

John and Caryn Devine

Acton, CA

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Opposition to SR 14, In Support of Alternative Corridor

Submission I177 (John & Caryn Devine, August 18, 2014)

Mark A. McLoughlin
Director of Environmental Services
ATTN: PALMDALE TO BURBANK
California High-Speed Rail Authority Southern California Regional Office
700 North Alameda, Room 3-532
Los Angeles, CA 90012

COMMENTS IN OPPOSITION TO THE BULLET TRAIN

What this State needs is WATER, not a Bullet Train. But, if you insist on continuing with this debacle, please tunnel Jerry's ChooChoo though the San Gabriel Mountains and not through Acton.

If you really care about the future of California, start building desalinization plants or a pipeline from the Colombia River. The People of California need and want WATER. We do not need or want a Bullet Train.

Providing water for the farmers and residents of this wonderful state will provide all the jobs that you say the HSR will provide.

John and Caryn Devine Acton, CA 8/16/14



Submission I177 (John & Caryn Devine, August 18, 2014)





Submission 1178 (Abby Diamond, August 15, 2014)

Palmdale - Burbank - RECORD #129 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/15/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Abby Last Name : Diamond

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Tujunga State: CA Zip Code: 00000

Telephone:

Email: a.gemofagirl@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: What are you thinking?????

These mountains are terribly unstable. It would be a terrible mistake to chop into this land to create infrastructure. Can you say FIRE, LANDSLIDE,

LOSS OF HABITAT, BOONDOOGLE?

People will lose their homes and land. I don't need to get to northern California that fast. There's no good reason to build this thing in the first place, let alone thru a rural neighborhood on the edge of the

wilderness.

Why not consider building this atrocity along Interstate 5 where infrastructure already exists????

U.S. Department

of Transportation Federal Railroad

Please do not let this happen!

Abby Diamond Tujunga, CA

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Submission 1179 (Margie Diaz, August 25, 2014)

Palmdale - Burbank - RECORD #659 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/25/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Margie Last Name: Diaz

Professional Title: **Business/Organization:**

10836 Foothill Blvd Address:

Apt./Suite No.:

City: Lake View Terrace

State: Zip Code: 91342 Telephone: 818.359.3773

Email: margarita.lapatrona@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am devastated to hear that there is a proposed route for the bullet train through Lake View Terrace. I have lived in the community for over 20 years and have enjoyed every minute of it. The diversity of the area makes it a wonderful place to be. The number of parks and nearby churches and Hanson Dam and the Tujunga wash makes it unique. It would be a shame to disrupt the existing area where nature and lifestyles are so different from the rest of Los Angeles.

> I saved for years to be able to afford my home and having someone come in and take it would crush me. I could never afford to move to another area in Los Angeles and I would not know what to do being a single, older woman.

Be aware that a)

the route would disrupt significant water resources and natural springs, b)

would severely disrupt one of few remaining travel corridors and habitats for wildlife, c) route would cross several active earthquake fault systems, d) route would pass through several residential communities requiring plan amendments to Land Use, e) the area is a resource to tens of thousands of Los Angeles residents

who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding, f) area is a flood plane with history of severe flooding, g) the area has many endangered species of fauna and flora, including Slenderhorned

Spine Flower, Bell's Vireo bird and the Santa Ana Sucker, h) the area has an

geology with known areas subject to liquification, i) it is inequitable to route a project through a less economically affluent area to the sole benefit of more affluent communities and j) a prior Metrolink study found a route

the mountains to be 10 times more costly.

It is a shame that because Lake View Terrace is a financially depressed area, it is being selected and more affluent communities have better access to

Submission I179 (Margie Diaz, August 25, 2014) - Continued

powerful advocates.

Thank you for your time.

Margarita Diaz, proud owner of

10836 Foothill Blvd. Lake View Terrace, California 91342 818.359.3773

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :



Submission I180 (Pat DiPuccio, August 28, 2014)

Palmdale - Burbank - RECORD #573 DETAIL

Status :PendingRecord Date :9/3/2014Response Requested :NoSubmission Date :8/28/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Pat
Last Name : DiPuccio

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Kagel Canyon

State : CA Zip Code : NA

Telephone :

Email: flipooch@aol.com

Cell Phone :

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: Hello,

As a homeowner in Kagel Canyon, I'm showing concern for a possible alternative route for the bullet train from Burbank to Palmdale. A project of this magnitude is due to impact a great many people, and, in this case, the natural habitat of the animals of the forest. I ask you to carefully assess the corridor in question and to certainly not displace any of the residents of, or destroy properties in, and around, Kagel Canyon and Lakeview Terrace.

Sincerely,

Patrick DiPuccio

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission I181 (Carolee Doing, August 30, 2014)

Palmdale - Burbank - RECORD #438 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Carolee Last Name: Doing

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: cdoing@earthlink.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

I am a resident in the Acton area that will be effected by the planned High-Speed Rail from Palmdale to Burbank. I am against this rail project for many reasons. I feel it will contribute to noise and light pollution, threaten habitat of animals and plants, endanger water sources that supply my well, encourage disturbance to the fragile geology of the area, heighten the already severe risk of wildfire, contribute dust and other particulate matter to the air, and menace historical and cultural sites in the area.

I moved to the Acton area to enjoy the quiet environment, the joy of studying the natural animal life, the wonder of viewing the Milky Way most nights, and smelling the fresh air perfumed with sage and artemisia. From what I have read, I greatly fear the things I treasure about my home will be obliterated. I understand that the noise of the High-Speed Rail as it passes through Acton area may exceed 100 decibels. This could increase in the canyon areas near my home because of echo effects. With the train scheduled to pass five to six times an hour during peak hours, I know it will greatly interfere with academic reading and writing I must do for my job and pleasure. Noise will disturb my ability to practice my acoustic musical instruments which I play for additional income as well as pleasure.

The High-Speed Rail will pollute the night sky I love. Tracks will introduce more lights as will signals and the trains themselves. People travel miles to come to my area to escape the pollution of light in their cities and view the stars here. We can't let this natural gift of a black sky vanish because of lights from the train project.

The Acton area is a refuge to wildlife populations still recovering from the stress of fires such as the Station Fire. The plant life is finally beginning to return to the mountains. The construction and usage of a High-Speed Rail would stress these recovering populations with vibrations, noise, lights, and loss of natural habitat. The Acton area is home to identified wilderness sanctuaries for wildlife and bird viewing that would be greatly damaged by the train. Humans and animals react to vibrations created by trains with fear reflexes which upon repeated exposure would negatively effect the health of

Submission I181 (Carolee Doing, August 30, 2014) - Continued

all.

Most of the Angeles Forest area relies, like me, on a well for its water. The rail project will likely endanger the water supply, already a tentative commodity due to California's lasting drought. With the rail there is the potential for release of hazardous material or waste during construction that would contaminate my ground water. Digging underground could easily reroute my water sources and leave me dry. Just the amount of water required during construction to make cement, minimally control dust, etc., will put a great strain upon our drought-stricken resources. I cannot afford to buy my water nor drill a new well, nor should I have to.

I had a hard time getting appropriate home insurance because of the fire danger in the Angeles Forest area and because of the possibility of liquefaction. Construction of the rail will raise the probability of geologic disturbance to my property. There are several active earthquake faults within 5 miles of my home. I can see the folding of the rocks in the SR14 cut in the mountain above Palmdale, visual evidence of the destruction possible by earthquakes here. Explosions used for the rail can easily disturb the faults and set off devastating landslides on my property. A single spark from construction equipment can set off a fire in my area whose deadly results we have already experienced.

My husband suffers from allergies and is sensitive to dust inhalation. I fear the construction and operation of the rail would greatly increase the dust in our air, and further tax his health. Dust gets into our house and effects the operation of our vehicles. There is a great deal of Serpentine, the California state rock, in the Acton area. This is a source of pride, but when it is broken up, Serpentine can release asbestiform particles that can encourage lung cancer.

The High Speed Rail would destroy historical and cultural sites. Archaeology needs to continue to unearth Native American artifacts in the Soledad Canyon Corridor. Acton is a site of paleontological relics such as fossils of prehistoric sea turtles, tapirs, peccaries, and vultures. My area is rich in California mining history. Red Rover and Governor Mines are sites that should not be disturbed by train vibrations. The Pacific Crest Trail dominates Angeles Forest and Agua Dulce. These cultural treasures must not be disturbed because of High-Speed Rail.

These are my initial objections to the construction of a High-Speed Rail between Palmdale and Burbank. I could include how the value of my property will plummet if I am not forced to leave my home. I could write about my fears of electromagnetic interference from the train, damage to my neighbors' farms, orchards and ranches, the negative visual impact of elevated structures, fencing, and tunnel entrances caused by the train. I moved to the Acton area nearly ten years ago, and planned to live here through my retirement. I love watching the quail pour down the hillside, hearing the coyotes making snide remarks to the frustrated fenced dogs, and feeling the clean wind blow peace and quiet from the mountains in my backyard. Please do not build a train that will take that away from me and from everyone who loves the rural life here in Acton.

Sincerely, Carolee Doing California Resident and Voter

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :



Submission I182 (Kay Donnelly, August 30, 2014)

Scoping Comment: Palmdale to Burbank Section

Name - Harold and Kay Donnelly

Date - 8/28/2014

Meeting Location - Acton-Agua Dulce Library, August 11, 2014

Affiliation – Acton Property Owner, possible stakeholder depending on final alignment chosen

Address - 3049 Westcoatt St., Acton, CA 93510-1353

Email - Ropinthewind@prodigy.net

Phone - 661-269-2056

Please add to mailing list for Palmdale to Burbank

Environmental issues that we are concerned with and would like to see addressed in the Palmdale to Burbank project level Environment

Note- We couldn't spell it out better – Taken from the Acton-Agua Dulce Country Journal 8/23/14.

AESTHETICS AND URBAN DESIGN

Aesthetic and Visual Quality

Permanent visual changes will result from introduction of the High-Speed Rail though Acton and Agua Dulce. The landscape is scenic and rural. In contrast, the High-Speed Rail adds an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Siena Highway, Angeles Forest Highway, Red Rover Mine Road, Soledad Canyon Road and others would detract from the existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast with existing landscape settings, and light and shadow effects is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and timers should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.

Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled.

Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

AGRICULTURAL, FARMLAND AND FOREST LAND

Agricultural Resources

The majority of Acton and Agua Dulce properties are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rail?

Submission I182 (Kay Donnelly, August 30, 2014) - Continued

What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including historic Blum Ranch, are inevitable.

Many properties are currently used for boarding and breeding of horses and other animals. Large areas along the alignment will be adversely affected by noise and other impacts and will have a huge deleterious effect on livestock and on residents engaged in livestock management.

AIR QUALITYAND GLOBALCLIMATE CHANGE

Public Health and Hazards, Air Quality

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of the High-Speed Rail will generate large volumes of dust

Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock which potentially can release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic elements, such as certain heavy metals.

Valley Fever; caused by a fungus found in the soil, can be contracted by simply breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, and skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, Valley Fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses. People susceptible to the health effects of fine and coarse dust particles are:

- * Infants and adolescents
- * Elderly
- * People with respiratory conditions such as asthma, bronchitis, and emphysema
- * People with heart disease
- * People with diabetes

Research also shows association of coarse particle pollution with heart problems, angina and heart attacks

BIOLOGICAL RESOURCES AND WETLANDS

Biological Resources (Including Wetlands, and Special Status Species and Their Habitat)

Acton is a known migratory route for birds and tarantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and the roadrunner. It is a recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcat and deer.

Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There also are scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa

Submission I182 (Kay Donnelly, August 30, 2014) - Continued

Ana sucker; the two striped garter snake also inhabits this area. The endangered horned lizard also resides in Acton.

There is a viewing area for wild animals and birds located at the Soledad campground. Acton is home to the Shambala Preserve, an exotic feline rescue.

The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly approved Wildlife Corridor south of Acton?

CULTURAL AND HISTORIC RESOURCES

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relics on Acton and Agua Dulce properties.

In addition, there is a potential impact on paleontological resources. There are formations with potential for containing fossils of fish, mollusks, sea cows, sea turtles, tapirs, horses, camels, peccaries, rodents, birds, deer, lizards, gophers and vultures.

Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active in these areas.

The Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

CUMULATIVE IMPACTS

A typical High Speed Train, at grade, would have a 50 to 100 foot (15-3lm) fenced right-of-way, and an elevated guide-way would have a 50 foot (15m) right-of-way. The 100 foot width would be compatible to a six lane highway. Catenary supports 26 feet (8m) in height would be located every 30 feet (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour.

There would be extensive significant adverse impacts to air quality, land use, aesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches, and businesses adjacent to the rail alignment conflict with local land use plans. These impacts fall disproportionately to Acton residents as there is no direct benefit to the rural community. The new Antelope Valley Area Plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of the Acton community. Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their proposed school or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

ELECTROMAGNETIC INTERFERENCE/FIELDS (EMI/EMF)

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. There is a possible association with childhood leukemia.

What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radiotransmissions? PoliceandFire transmissions? WiFi?

ENVIRONMENTAL JUSTICE

Economic and Social Impacts,

Environmental Justice (blighting)

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ 6s.i6.1 train roaring by frequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property values may drop by as much as70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location.

The High-Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale. Temporary and permanent road closures during construction potentially will increase driving distances and gasoline expenses for community member who remain. Corridor alignments and viaducts potentially can become targets for graffiti artists, creating even more blight to the surrounding areas

GEOLOGY, SOILS, SEISMIC AND PALEONTOLOGY

Mineral Resources

Acton is known for its rich mining history. Currently, there are active mines in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation located near the SRI4 West alignment.

The Santa Clara River is a natural clean water source for Acton and Agua Dulce. Train alignment would encroach on the riverbed.

Geology and Soils

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard, zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of

Acton. Drilling/boring through this rock has a high risk of releasing asbestos particles inherent in the rock.

HAZARDOUS MATERIALS AND WASTES

Greenhouse Emissions

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads. How does the authority expect to handle potential exposures?

HYDROLOGY AND WATER RESOURCES

Hydrology and Water Quality

Most of Acton depends upon well water for residential and agricultural needs. Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which would contaminate ground water. Trenching or tunneling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line. Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to the aquifer that feeds residential wells in the community. The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

- * How will the regulations of the Clean Water Act be fulfilled?
- * How will residents be compensated for damage to their well, loss of production, contamination, etc.?
- * Will the Authority perform a baseline study of all wells in the Acton area?
- * How will the Authority prevent disruption to the hydrological patterns?
- * How will the Authority control run-off so that water recharges the aquifer?
- * How will the Authority prevent fracturing of Blue Lines?
- * If new wells must be drilled, will the Authority compensate property owners for wells that do not meet the current Los Angeles County standards for well production?
- * In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?
- * Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?

LAND USE AND DEVELOPMENT, STATION PLANNING

Red Rover Mine Canyon Safety

In regard to one of the possible alignments that crosses the entrance to

Red Rover Mine Road (SR14 HYBRID), a significant safety concern exists. Red Rover Mine Road winds its way through a canyon that dead-ends two miles north of the entrance. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, slope failure, or the like. Traffic patterns on Red Rover Mine Road would be challenged significantly and for an extended period of time during the construction phase. Construction of a viaduct and boring of a tunnel in this area will impact the grade and drainage of adjoining properties. There are at least 70 homes in Red Rover Canyon.

Impact on School and Church Services

Regarding the SR14 East alignment passing close to the public Middle School and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. A track failure, viaduct collapse or train derailment in such close proximity to



the schools would have devastating consequences. The Middle School also hosts church services. Both school and church activities will suffer negative adverse impacts from noise, vibration and degraded air quality which cannot help but adversely affect the learning and worshiping environment. Angeles Forest Alignment

The newly proposed Angeles Forest alignment affects Angeles Forrest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce. These areas host many large parcels of open space, orchards, and trails, the Shambala Wildlife Preserve, animal rescues, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River runs along this alignment area as well. These areas need environmental protection in order to maintain harmony in their ecological systems and to preserve the natural resources of the area.

Construction of a huge corridor containing the urban structures of the magnitude required by a High-Speed Train is in direct opposition to the Los Angeles County Area Plan for the community that has been designated as a rural community. The High-Speed Train is an assault on the harmonious and peaceful nature of Acton's rural lifestyle.

NOISE AND VIBRATION

Noise

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages the decibels generated by the High-Speed Rail during an hour-long period as 85 decibels. The tunnel portal effect creates a sonic boom impact as the train leaves the tunnel. Studies show that sleepers exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; bats avoid hunting in areas with road noise, Sound impacts can have important implications for the health and vitality of wildlife populations.

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased heart rate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. The Authority EIR review process does not study the impact of noise on wildlife or animals. Residents need to demand that the Authority include in the EIR studies, the impact of noise exposure on animals. There are plenty of research studies by outside agencies available that can be used by the Authority outlining the negative impact of noise on domestic animals and wildlife. In addition, the noise study that the Authority uses will average the noise impacts of the High-Speed Rail over time. This averaging dilutes the noise impacts of the High-Speed Rail because noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rail as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment often.

Residents should demand that the Authority also consider noise impacts as they are projected through the local mountainous terrain, valleys and canyons. The Authority has studied noise impacts only on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. Acton residents need to insist that the Authority consider these noise impacts throughout Acton, impacts that may be greater than what the Authority is using as EIR study information.



Studies show that noise is more disturbing if it is loud occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the High Speed Rail is also contingent upon this noise exposure.

The High-Speed Rail is scheduled to operate between 5:00 a.m. and midnight with scheduled round trip five to six times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing the system.

How will the HST noise impact you?

Do you sleep during the day due to you work schedule?

Do you Home-school your children?

Do you suffer from startle reactions?

Do you have a Home-based business?

Do you breed animals?

Do your children nap during the day?

Do you suffer from a post-traumatic stress disorder?

Do you enjoy the peace and tranquility of sitting on your porch?

Do you meditate during the day?

Do you worship at a local church?

Will noise interfere with your academic study time?

Are you concerned about the health impacts of noise?

Noise induced hearing loss is the most prevalent irreversible industrial disease. Noise produces stress reactions. Noise affects the cardiovascular system and can increase blood pressure. There is an increased risk of accidents associated with noise. There is a correlation between low birth weight babies, birth defects and high sound levels (World Health Organization). Young children exposed to noise have a higher heart rate than children in quieter surroundings.

Exposure to noise stress places people at increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress. Environmental noise regulations usually specific a maximum outdoor noise level of 60 to 65 decibels!

Vibration

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, the motion from a large blast can be perceived from far away. Humans and animals react to the faint motion with alert and fear reflexes, reflexes that have their origin in the distant past when the need to react to danger by flight was a condition of survival. Humans, to a certain extent, still interpret vibrations as a warning signal, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources difficult to identify, such as those from distant blasting, are unconsciously registered by humans as very disturbing – especially if there is no warning.

In construction generated by blasting, nearby activities such as driving, pilings, traveling by trucks or trains also generate ground vibrations. At some distance from the source, the wavelength range of vibration will dominate – whether it is generated by blasting, other construction activities, or by road or rail traffic. At very long distances, the Rayleigh wave length in rock can have a wavelength longer than 100 m. The connection between vibration and damage to building is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. In extreme cases, very small vibrations can trigger significant damage, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations, dynamic stress from vibrations can accelerate the development of such damage – often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the High Speed Rail is significant. Vibration impacts will continue with operation of the High-Speed Rail.



What are the Authority's plans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? How will owners be compensated for damage to structures?

Residents need to insist that the health impacts to animals and humans from vibration exposure be studied and monitored.

PUBLIC UTILITIES AND ENERGY

Public Services (Water, Energy, Waste, Etc.)

How will disruption water, energy and waste removal services be compensated?

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce. Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

REGIONALGROWTH

Area growth for the betterment of the community would cease.

Population Growth and Housing

Construction of the High-Speed Rail will not create any direct benefit to Acton or Agua Dulce; the negative impacts of the project are disproportionate to any benefit, and they are harmful to the rural community. This urban structure intrudes on Acton and Agua Dulce Community Standards for land development.

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on Acton's and Agua Dulce's rural environment. There is a high potential for negative impact on school enrollment. As residents flee, and prospective buyers refrain from relocating to Acton and Agua Dulce, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area.

PARKS, RECREATION AND OPEN SPACE

Recreation

Acton is an "outdoor,' community. A considerable amount of recreational time is spent on horseback, hiking, playing sports or working in gardens.

The Pacific Crest Trail, equestrian trails and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and tail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury to horse and rider.

The overpowering noise of the High-Speed Rail may inhibit a hiker's or a rider's ability to perceive an external threat while on the trail (i.e., rattlesnakes, mountain lions, etc.). Acton and Agua Dulce are home to the Southern Pacific rattlesnake.

SAFETYAND SECURITY

Hazardous and Toxic Materials

Exposure to regular pesticide use associated with maintenance of the track rights-of-way is a concern. What is the risk of pesticide drift or restrictions on pesticide use which would impact agricultural? The High-Speed Rail Authority should study this impact.

Will site contaminants be stored or disposed of in Acton?

How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How will it ensure public safety when drilling or boring into methane gas deposits?

How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

How will the Authority protect the population from exposure to Valley Fever when causing major earth disturbances?

SOCIOECONOMICS AND COMMUNITIES

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on the rural environment. There is a high potential for negative impact on school enrollment. As residents leave, and prospective buyers refrain from relocating to Acton-Agua Dulce, the area will continue to decline in value and size. Schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area. Local businesses will have a declining population to serve, a circumstance that will drive them out of business.

TRANSPORTATION AND TRAFFIC

During the construction phase and during the operation of the High-Speed Rail, motorists driving along existing streets and highways are likely to be inordinately distracted. This distraction is likely to increase the risk of traffic collisions and/or delays for emergency vehicle response. Temporary and permanent road closures during construction and operation of the High-Speed Rail most likely will cause significant disruption to community residents. Access to school sites may be limited for the SRI4 Hybrid and SR14 East alignments during construction or final operation of the High-Speed Rail. Increased traffic will be caused by tucks, equipment, construction staff inspectors, and the like due to demands of the project. Sierra Highway, Soledad Canyon Road and Angeles Forest Highway are commuter roadways to locations north and south of Acton and Agua Dulce. There is high potential for transportation and traffic impacts along these roadways. There is a question of whether local roadways will be able to handle the increased level of service, load and capacity during construction. Who is responsible for repairing any damage to the roadways?

There are no traffic signals in Acton or Agua Dulce, save one at the Vincent Train Station in keeping with community standards and the desire to maintain a rural lifestyle. How will traffic delays be handled and mitigated?

OTHER IMPACTS

The Authority has not reached out to disabled community members or shut-ins for their comments and concerns regarding this project. Some disabled Acton residents are unable to complete and mail their comment card are unable to type, and/or do not have email access. This population has been under-served by the Authority even though they will be suffering the negative impacts of this rail project.

OTHER CONSIDERATIONS

The manner in which this project has been segmented by the Authority poses a significant disadvantage to the Acton community. Acton has been informed that the Authority is not required to choose one of the alternative alignments (completely underground or avoiding the entire community of

U.S. Department of Transportation Federal Railroad

Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of Phase I of the High-Speed Rail project the Authority cost analysis of avoiding Acton can exclude a more favorable route alignment. Acton should object to the manner in which the High-Speed Rail alignments have been segmented.

Additional comments

Being a stakeholder on the SR 14 Hybrid route Hydrology and Water resources are our biggest concern. No matter which alignment is chosen, we are concerned with bored tunneling, and its effects on our precious and limited water resources. We chose to live in this rural environment fully aware that we would be dependent for water from the existing drilled well on our property, which we have maintained since 1992. Most stakeholders on the possible alignments have the same concerns. We are not experts but anticipate that bored tunnels would adversely affect the aquifer our wells depend on. If property owners wells are adversely affected what will the High Speed Rail Authority provide to remedy the loss of our wells? Also when construction begins, where are you going to draw off the water needed for the project? We are in a drought situation and if you use our local water for construction you could also adversely affect local aquifers, depleting water for local Acton residents who depend on their individual wells for water.

Submission I183 (Robin Dorfman, August 27, 2014)

Palmdale - Burbank - RECORD #620 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Robin Last Name: Dorfman

Professional Title:

Business/Organization:

Address: 11315 Alethea Drive

Apt./Suite No.:

City: Sunland State: CA 91040 Zip Code: Telephone: 818.353.9839 Email: rldorfman@ca.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office

700 N. Alameda, Room 3-532 LA. CA 90012

Supervisor Mike Antonovich has thrown my hometown "under the train." Antonovich has cowered to pressure from residents in Acton, Agua Dulce and Santa Clarita, who opposed the train route along the 14 and 5 freeways, and proposed an alternative that could bring High Speed Rail straight through the mountains from Palmdale - over, under and through Lake View Terrace/Shadow Hills/Sunland-Tujunga on its way to Burbank Airport. Neither he nor his staff had the courtesy or professionalism to engage us or anyone else in this area prior to promoting his alternative with HSR and the press. An unbelievable oversight and lack of awareness and sensitivity!

Regarding this vague and non-specific Alternative Corridor - New Study Area, it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. Lake View Terrace/Shadow Hills/Sunland-Tujunga is in the eye of the storm for the HSR alternative, and I am categorically opposed to ANY of the lines coming through the Big Tujunga Wash. The HSR lines need to go through commercial and industrial areas, not residential or sensitive environmental areas like Big Tujunga Wash. The myriad of environmental obstacles raises insurmountable costs

is infeasible. Further the entire community of Lake View Terrace/Shadow Hills/Sunland-Tujunga is at risk. Our property values will plummet, there are huge risks to federal waters and endangered species, let alone the pollution, destruction of our community, destruction of our environment and the impact that the construction will have on our community.

Submission I183 (Robin Dorfman, August 27, 2014) - Continued

The original Route 14 and 5 alternatives are far superior and there should be no question that this is the route to be used for this project.

Thank you.

Robin Dorfman 11315 Alethea Drive Sunland, CA 91040 818.353.9839

rldorfman@ca.rr.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I184 (Marcia Drucker, August 29, 2014)

Palmdale - Burbank - RECORD #494 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Marcia Last Name: Drucker

Professional Title : Business/Organization :

Address: 10057 McBroom Street

Apt./Suite No.:

 City:
 Sun Land

 State:
 CA

 Zip Code:
 91040

Telephone :

Email: amdruckfam@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: 10057 McBroom Street

Sunland, CA 91040

8/29/14

To I May Concern,

I am a 40 year resident of Shadow Hills a taxpayer and a voter.

First, I object to the current vague and non-specific language: "Alternative Corridor - New Study Area," because it is irresponsible for the HSR to put out such a non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR.

I am against tunneling through Little Tujunga or Big Tujunga Canyons because it is unwise to build a rail system through a flood risk management basin, earthquake prone area, and an environmentally sensitive region.

The original route proposed in 2007 follows the 14 Freeway through Agua Dulce and Santa Clarita makes clear sense.

The lines should go through commercial and industrial areas, not residential or sensitive environmental areas.

Yours truly,

Marcia Drucker

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:

Submission I185 (Bonnie Duehring, August 29, 2014)

Palmdale - Burbank - RECORD #516 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Bonnie Last Name: Duehring

Professional Title:

Business/Organization:

903 Rome Dr. Address:

Apt./Suite No.:

City: Los Angeles State: CA

Zip Code: 90065 Telephone: 323-224-1190

Email: blduehring@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

Dear Mark McLoughlin

I am a homeowner in the Mt. Washington neighborhood of Los Angeles. I am a frequent visitor to Sunland and Shadow Hills and STRONGLY OPPOSE the high speed rail coming through, under of anyway near Shadow Hills, Big Tununga Canyon and Sunland.

There are very few zoned areas left in So. California for horses. Please don't

disturb one of the few rural horse areas in the City.

The high speed rail should be stopped completely, but if it does press forward, commercial and industrial areas would be better suited.

Please, DO NOT RUN the HSR through this unique community.

Sincerely, Bonnie Duehring 903 Rome Dr. Los Angeles, CA ;90065 323-224-1190

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter:

Submission I186 (Janna Duncan, August 11, 2014)

TO:

HSRA

FROM:

Janna Duncan Avra & Dinesa

32230 Angeles Forest Hwy

Vincent, CA 93550

DATE:

August 11, 2014

RE:

HIGH SPEED RAIL COMING THROUGH ACTON AND THROUGH THE VINCENT GRADE

WHERE I LIVE

I am completely AGAINST the HIGH SPEED RAIL coming through MY TOWN AND MY PROPERTY. This is abominable. We live in the Kentucky Springs SEA which SHOULD mean something. We are on the edge of the Angeles National Forest, and we have already been hit by several forest fires that destroyed our area, and then Southern California Edison who destroyed and is still destroying our area permanently - visually, safety-wise, and our property values have tanked because of it, but not nearly as much as they will if we additionally have a high speed rail coming through. It is an insult and vicious to our town. Acton and Vincent are very historical places, and need to be kept that way. Next come the wonderful aquifers we have underneath our territory where we get our well water from which services our homes and ranches. Water is scarce and it isn't getting better. It is becoming a commodity and the thought of leaking anything into our magnificent aquifers is horrendous. Have you read how bad the water tables are getting to service the western states? Leave our aquifers alone, too! But on top of all that is the fact that I have made my livelihood here on my ranch. I have been here since 1999 and enjoyed peace and quiet. I raise sheep and teach dogs to herd sheep and cattle for ranchers and those who wish to learn how to train their dogs to herd sheep and cattle. I will be completely and permanently destroyed by noise in this area and activity such as bringing a ridiculous train through here. This is NOT NECESSARY! IT is frivolous.

This railroad is ridiculous, unnecessary and is just the result of greed. There are SO many ways California could spend their money other than a ridiculous ride from Burbank to Palmdale. It is preposterous that you would consider such an idea. I have been a California citizen since 1984 and I've been a U.S. citizen my whole life – I fly the American flag – and in the last three years my feeling of patriotism has gone down and down since my elected officials are just throwing me and many others around me under the bus. This is my right to own my property and run my own business, as a woman, and as a citizen of the U.S. and to be treated without regard or care as to who I am and no regard or care whatsoever that my business and property will be destroyed. I've never been personally contacted about the High Speed Rail wanting to come through my property, but had to hear it through other sources who put the word out to all of us in the neighborhood. I'm the little guy – and I'm female – and I've worked hard to establish myself in my small business, and it is just being crushed out from under me. I don't have the means to move my business elsewhere, and therefore it will just go under – years of work, just wasted. Then what do I do? I don't make enough money to stop working, and in addition to myself, I am responsible for taking care of a herd of sheep, cattle and horses on my ranch which I use for my business and my ranch.

Submission I186 (Janna Duncan, August 11, 2014) - Continued

COMMENTS IN OPPOSITION TO THE BULLET TRAIN

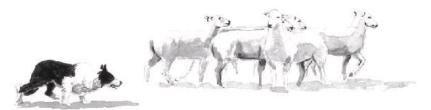
What this State needs is WATER, not a Bullet Train. But, if you insist on continuing with this debacle, please tunnel Jerry's ChooChoo though the San Gabriel Mountains and not through Acton.

If you really care about the future of California, start building desalinization plants or a pipeline to the Colombia River. The People of California need and want WATER. Without water, there will be nobody left in California by the time you finish your Browndoggle. Everybody will have left for states with WATER.

Providing water for the farmers and residents of this wonderful state will provide all the jobs that you say the HSR will provide,

John and Caryn Devine Acton, CA





DRUMMOND RANCH, INC.

32230 Angeles Forest Highway Vincent (Acton), California 93550 (661) 266-8418 Ranch Line * (661) 361-3188 (cell and text) * (661) 266-8448 Fax drummondranch@rglobal.net / www.drummondranch.net / www.facebook.com/DrummondRanch

VIA USPS CERTIFIED MAIL OR FED-EX GROUND

TO: Mark A. McLoughlin, Director of Environmental Services

Attn: Palmdale to Burbank Section California High Speed Rail Authority, Southern California Regional Office 700 North Alameda, Room 3-532

Los Angeles, CA 90012

CC: Ms. Stephanie Perez

FROM: Janna Duncan

DATE: August 29, 2014

RE: Palmdale - Burbank Segment - California High Speed Rail

Dear Mr. McLoughlin:

Thank you for the opportunity to provide Scoping comments on the Palmdale to Burbank route of the California High Speed Rail. I am a resident of the Angeles Forest Highway area of Acton. I own a 40 acre piece of property, (APN 3056-018-063 and -063) which lies within the Acton Community Standards District. I have been here since 1999 and I own sheep, cattle and horses. I have a small business here teaching people how to train their dogs to herd sheep and cattle and this is how I make my living and have done so since I moved here. In fact, I moved here for the purpose of having this space so people in the Los Angeles area can come to a quiet place, and get away from the city surroundings to train their dogs on a ranch environment. And this is what they do and love. In addition, the town of Acton is an established rural equestrian community. Our area is called Vincent, which is part of Acton. (Our mail comes out of Palmdae, but we are actually part of Acton.) It is a very quiet and peaceful place to live, and reminds me of the 1,200 acre ranch I grew up on in the high desert of southern Arizona. The whole community is a horse community. When we are not working hard to maintain our rural lifestyle, the residents spend much of their time outside enjoying the rural life with their animals – riding horses on the trails, training horses, and caring for livestock and enjoying the open spaces of the area. There are many animal rescue facilities in Acton including Shambala big cat rescue owned by Tippi Hedren. Additionally, the whole east side of Acton lies within the Kentucky Springs Preserve. Blum Ranch is a historic farm in Acton built in the 1800's; peaches and pears are grown there. Acton is a small community of approx. 9-10,000 residents spread out over 100 square miles of open space. This high desert area is bounded by the Angeles National Forest on the southwest side and other mountain ranges on the north and east. Any one of the three proposed routes of the High Speed Rail

routed above ground through the Acton Community would destroy the rural lifestyle, and destroy the community. I would like to question the negative impacts of the High Speed Rail in Acton on the following categories:

- 1. Well Impacts
- 2. Noise
- 3. CEQA and NEPA
- 4. Environmental Justice
- 5. Geology, Soils and Seismic Activity

Please note that I have used the comments of Acton resident and engineer, Jacqueline Ayer for the Well Impacts, CEQA and NEPA, and Noise categories. Ms. Ayer has approved of the use of her comments.

1. Well Impacts:

"COMMENTS ON POTENTIAL WELL IMPACTS RESULTING FROM, AND PROPOSED MITIGATION MEASURES FOR, FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

The Community of Acton is traversed (and will be adversely impacted to a substantial degree) by every single route alternative for the Palmdale-Burbank High Speed Rail Project ("HSR") Project now under consideration by the Federal Railway Administration ("FRA") and the California High Speed Rail Authority ("HSRA"). Acton is a rural community with little infrastructure, and as is typical for such communities, Acton residents predominantly rely on their own private residential well systems for clean drinking water. In public meetings with HSRA staff, Acton residents have made their concerns regarding well impacts known, and have provided HSRA with maps (incorporated herein by reference) of general locations where proposed HSR routes will directly affect private residential wells. These concerns are summarized below.

POTENTIAL IMPACTS TO INDIVIDUAL RESIDENTIAL WELLS MUST BE PROPERLY IDENTIFIED IN THE CEQA/NEPA PROCESS AND ADDRESSED IN THE EIR/EIS

Both the California Environmental Quality Act ("CEQA") and the National Environmental Policy Act ("NEPA") obligate FRA/HSRA to identify the locations where all potential adverse well impacts may occur. And, given the extreme variability of Acton's hydrogeologic profile, adverse residential well impacts are likely to occur at locations that are considerably distant from HSR construction activities. To address this issue and ensure CEQA/NEPA compliance, FRA/HSRA must conduct detailed hydrogeologic surveys of all proposed routes that extend at least one half mile on either side of the route and which identify all residential well systems within those areas. This distance must be extended if the hydrogeologic conditions are such that potential impacts could occur beyond one half mile from the HSR corridor. The surveys must address well depths and hydrogeologic features that could contribute to potential well impacts resulting from HSR construction and/or operation. The survey results must be included in the EIR/EIS along with projections of the location of wells that may be adversely impacted, and the extent to which they will be adversely impacted. An appropriate threshold for determining a "significant"/ "severe" well impact is a 2% reduction in water yield rates, or a measurable increase in any of the contaminants regulated under California Drinking Water regulations. An appropriate baseline for establishing water yield rates and water quality characteristics is the well certification reports deemed acceptable by the Los Angeles County Department of Health ("DPH") at the time that the wells were approved. In the event such information is unavailable, FRA/HSRA shall work out appropriate baseline values with affected property owners on an individual basis.

FRA/HSRA MUST PROVIDE APPRORIATE MITIGATION FOR WELLS THAT MAY BE IMPAIRED BY THE HSR.

For locations where the hydrogeologic surveys indicate the potential for adverse well impacts, FRA/HSRA will work with affected residents to develop new water resources that are not only acceptable to the DPH, but also meet or exceed the water yield rates and water quality characteristics achieved by the well that may be impaired by the construction and/or operation of HSR project.

FOLLOWUP MITIGATION MUST BE CONSIDERED AND IMPLEMENTED



FRA/HSRA must be held accountable for adverse impacts to any and all residential wells in Acton that occur as a result of the construction and operation of the proposed Palmdale-Burbank HSR project. To ensure this outcome, FRA/HSRA must conduct extensive follow-up investigations within Acton to confirm that all wells affected by HSR construction and operation were properly identified in the hydrogeologic surveys (described above) and all adverse impacts properly mitigated. These follow-up investigations must consider and address concerns raised by residents who have noted adverse well impacts whether or not these wells were captured in the hydrogeologic surveys. FRA/HSRA must determine the significance of these well impacts using the same threshold criteria adopted in the EIR/EIS and mitigate those impacts found to be significant in the manner and extent required by the EIR/EIS if such impacts occur as a result of HSR construction and/or operation.

(Information taken from Jacqueline Ayer research per her permission)

2. Noise

"The following issues must be accommodated in the noise impact study that is prepared for the Palmdale-Burbank high speed train project:

- Develop a route alternative in which the train enters the Angeles National Forest ("ANF") outside of Acton (see Figure 1), remains underground in Acton, and avoids all residential areas to protect residential wells.
- Recognize that this route alternative eliminates virtually all noise impacts on all cities and all
 communities to the north, south, and east of the Angeles National Forest and is therefore the
 "Environmentally Preferred Alternative" as that term is contemplated by CEQA regulations.
- NEPA requires to that an FRA project EIS consider "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. This requirement is not satisfied the disclosure of a 24-hour averaged noise parameter which combines existing ambient noise events with projected train noise events. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public, which can only be construed to mean that the actual sound level projections must be disclosed in the Palmdale-Burbank EIR. These requirements can only be satisfied by including in the Palmdale-Burbank EIR/EIS detailed high speed train noise contour maps for Acton that are plotted in 10 dBA increments and which range from the maximum value to 60 dBA or less.
- Consistent with the requirements imposed by FRA's 2012 manual, provide noise modeling
 assumptions and sound exposure calculation parameters in sufficient detail to allow the public to
 check SEL results plotted in the noise contour maps.
- Ensure that the noise propagation parameters assumed in all noise modeling efforts are appropriate to geographic and ground conditions in Acton.
- Map L_{dn} noise measurements that establish existing noise conditions in Acton including exact locations, dates, and times of measurements.
- Map L_{dn} noise contours in 10 dBA increments ranging from maximum values to 60 dBA based on projected train noise levels in Acton.
- Consistent with a mathematically accurate interpretation of Figure A-5 provided in the 2012 FRA
 Noise Assessment Manual, adopt a "severe impact" L_{dn} noise criterion of 5 dBA for all areas in which
 the existing L_{dn} value is less than 55 dBA.
- Consistent with CEQA requirements that an EIR quantify and mitigate actual project impacts, establish a "severe" noise impact SEL criterion that addresses both high speed train sound exposure

levels and projected train pass by rates, then map (in 10 dBA contours) all locations in Acton where this "severe" noise impact SE: criterion is met or exceeded, and designate these locations for mitigation.

- Establish a "severe" noise impact SEL criterion of 15 dBA/second for noise onset rate impacts, then
 map all locations in Acton where this "severe" noise onset rate noise impact criterion is met or
 exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these
 locations for mitigation.
- Establish a "severe" noise impact SEL criterion of 75 dBA for animal noise impacts, then map (in 10 dBA contour increments) all locations in Acton where animal noise impact criterion is met or exceeded along all the train corridors proposed for the Palmdale-Burbank route and designate these locations for mitigation.
- Provide assumptions and modeling inputs used to derive all mitigated noise projections in sufficient detail to allow members of the public to confirm the accuracy of the mitigation levels claimed.
- If noise mitigation measures are deemed appropriate for some portions of Acton but not for others, provide details regarding such decisions, recognizing that CEQA does not permit the HSRA to reject feasible mitigation measures unless the marginal cost of such measures are so great that they render the entire Palmdale-Burbank project economically non-viable. Note: The fact that the California High Speed Rail Project is intrinsically non-viable from an economic perspective shall not factor into this decision.
- Provide mitigated L_{dn} noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation)) for all high speed train corridors proposed in Acton.
- Provide mitigated SEL noise contour maps in 10 dBA increments that range from maximum values to 60 dBA and are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provide mitigated noise onset rate contour maps that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton.
- Provided mitigated animal noise impact maps in 10 dBA increments that are based on projected train noise levels (with mitigation) for all high speed train corridors proposed in Acton for Acton.
- Provide both a qualitative discussion and a consistent quantitative analysis of the extent to which
 mitigation measures successfully reduced severe L_{dn} noise impacts, severe SEL noise impacts, severe
 noise onset rate impacts, and severe animal noise impacts.
- Along the eastern and southern portions of Acton, (and particularly in the vicinity of Angeles Forest
 Highway and Aliso Canyon Road), construction on the Tehachapi Renewable Transmission Project
 ("TRTP") will continue through the end of 2015. Therefore, it is imperative that FRA/HSRA refrain
 from collecting any "existing" noise data in these areas until after TRTP construction is completed. If
 this instruction is not heeded, the background data that is collected will not properly represent actual
 noise conditions in the area, which will invalidate the entire noise impact analysis in Acton.
- Equestrian uses and unique animal facilities predominate in Acton, and are found in all locations
 along and within every train corridor proposed for the Palmdale-Burbank segment. Noise impact
 assessments conducted for these uses and facilities must be comprehensive, accurate, and

representative. FRA/HSRA staff should work closely with Acton residents to ensure all possible animal issues are addressed.

 FRA/HSRA must perform follow-up noise measurements to confirm the accuracy of their predicted noise levels, and if actual noise levels exceed the predicted values, additional mitigation measures must be implemented.

Figure 1. Area Where Corridor Enters the Angeles National Forest to Avoid Acton Homes



Figure 2: Alternative Corridor Study Area Adjustment



3. CEQA and NEPA

"COMMENTS ON THE FRA/CHSRA ENVIRONMENTAL REVIEW PROCEDURES THAT WILL BE IMPLEMENTD FOR THE PROPOSED PALMDALE-BURBANK HIGH SPEED RAIL PROJECT

In July, 2014, the Federal Railway Administration ("FRA") issued a Notice of Intent ("NOI") and the California High Speed Rail Authority ("HSRA") issued a Notice of Preparation ("NOP") for the proposed Palmdale-Burbank High Speed Rail ("HSR") project. The HSR project is subject to several federal and state environmental regulations, including the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"). The approach that has been adopted by FRA/CHSRA to comply with these regulations has raised a number of concerns, as described below.

1. CEQA APPLIES TO THE PALMDALE-BURBANK HSR PROJECT

Footnote 1 of the NOP issued by the HSRA states:

"The [CHSRA] Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commission Termination Act of 1995, including that Act's preemptive effect on CEQA's application to this proposed project."

From the language appearing in this footnote, the HSRA appears to have the mistaken impression that CEQA compliance is somehow "optional" because the high speed rail project falls under the preemptive jurisdiction of the Surface Transportation Board. The HSRA is misinformed. At a minimum, the Palmdale-Burbank HSR project is subject to Section 404 requirements of the Federal Clean Water Act and, by extension, Section 401 requirements of the Clean Water Act. Jurisdiction over Section 401 compliance lies with the California Water Resources Control Board, which will not approve any 401 certification unless and until the CHSRA has complied fully with CEQA. Because the Palmdale-Burbank HSR project straddles two regional water boards (Lahontan and Los Angeles), the State Water Resources Control Board will assume responsibility for the 401 compliance certification. Like FERC's preemptive authority over dam licenses under the Federal Power Act, STB's preemptive authority over high speed rail projects does not, and cannot, obviate any obligation to fully comply with CEQA.



It is further pointed out that FRA's own "Procedures For Considering Environmental Impacts" [64 FR 28549] clearly recognize the applicability of CEQA because these procedures compel CHSRA to serve as a joint lead agency with FRA to address actions that are subject to state requirements that are comparable to NEPA (as is the case with CEQA). FRA procedures (found in 64 FR 28549 Section 6 paragraph 2] state:

"Consistent with the requirements of CEQ 1506.2 and 1506.5 an applicant shall, to the fullest extent possible, serve as a joint lead agency if the applicant is a State agency or local agency, and the proposed action is subject to State or local requirements comparable to NEPA".

To be clear, the Palmdale-Burbank HSR project is subject to all aspects of CEQA regulations, including those provisions that require HSRA to adopt mitigation measures and/or the "environmentally superior alternative" unless such measures or alternatives are shown (based on substantial evidence) to be infeasible.

2. THE SCOPE OF ROUTE ALTERNATIVES PROPOSED FOR THE PALMDALE-BURBANK HSR PROJECT IS TOO NARROWLY DEFINED

Both CEQA and NEPA require FRA/HSRA to consider a range of project alternatives that would substantially meet project objectives and protect environmental and community resources. The Palmdale-Burbank project described in the NOP and NOI issued by FRA/HSRA is too narrowly defined to meet these requirements. Specifically, the "Alternative Corridor Study Area" depicted in Figure 1 of the NOP is so limited that it precludes consideration of a route alternative that eliminates all impacts to virtually every community that lies between the cities of Palmdale and Burbank. To correct this substantial deficiency, the "Alternative Route Study Area" must be adjusted as depicted in Exhibit 1. This ensures that an alternative route will be considered which enters the Angeles National Forest ("ANF") outside the Community of Acton (see Exhibit 2) and remains underground in Acton within a corridor that avoids residential areas. This alternative route achieves all of the community, natural environment, and wildlife corridor protection provisions that were specified in the High Speed Rail Passenger Train Bond Act (Proposition 1A) that was approved by California voters in 2008. The amount of tunneling required for this alternative route is certainly achievable, and is in fact only slightly more than the 20.2 miles of tunnel already proposed for other alternatives considered for this Palmdale-Burbank HSR project (see the SCN + SR14E/W Hybrid alternatives). Equally important is the fact that the tunnel length required for this alternative is substantially less than what has been achieved by other HSR projects around the world. A finding by FRA/HSRA that this route cannot technically be achieved is tantamount to declaring that American engineers are neither as smart nor as capable as European or Japanese engineers (which is hardly the case). Consistent with CEQA and NEPA requirements, the "Alternative Route Study Area" must be expanded to ensure that this "no impact" route option is included in the range of alternatives considered in the Palmdale-Burbank EIR/EIS.

3. PREVIOUS ENVIRONMENTAL REVIEWS CONDUCTED BY FRA/HSRA ON OTHER HSR SEGMENTS HAVE NOT PROPERLY IMPLEMENTED CEQA'S MITIGATION AND "ENVIRONMENTALLY SUPERIOR" PROVISIONS

CEQA's mitigation and environmental protection provision are much more stringent than NEPA regulations. For instance, under CEQA, HSRA is required to develop an "environmentally superior" alternative, and it requires HSRA to adopt mitigation measures and/or the environmentally superior project alternative if doing so successfully reduces significant impacts while still achieving most project objectives. The only exception to this is when it is conclusively demonstrated (by substantial evidence provided in the record) that the cost to implement these alternatives or mitigation measures will make the entire project financially infeasible. Because the Palmdale-Burbank HSR project is subject to CEQA, these more stringent mitigation and environmental protection requirements apply.

For some reason, HSRA has not complied with CEQA's stringent mitigation requirements in the previous environmental impact studies that it has performed. For instance, in the Merced-Fresno EIR/EIS, the noise impact section and associated Technical Report state quite clearly that mitigation in the form of noise barriers would only be implemented in those areas where it is deemed "cost effective" to do so (see EIR/EIS Section 3.4). It further clarifies that "severe" noise impacts would remain unmitigated in those areas where noise barriers are not deemed "cost effective". HSRA fails to provide any proof that deploying additional noise



barriers in these severely impacted areas would render the entire Merced-Fresno project financially infeasible. Even if HSRA declared this to be the case, such a declaration is not supported by any evidence provided in the record that the additional cost of one more foot of noise barrier would fiscally "break" the project. The Merced-Fresno EIR/EIS noise impact study clearly violates CEQA's mitigation and environmental protection provisions.

To make matters worse, the Summary Section of the Merced-Fresno EIR/EIS gives the *impression* that noise impacts would be fully mitigated, even though the noise impact section of the EIR/EIS makes it quite clear that noise impacts will NOT be fully mitigated. The EIR/EIS states (on page S-15) "In some locations, operational noise impacts of substantial intensity under NEPA and significant under CEQA would occur, but when fully mitigated they would be of negligible intensity under NEPA and less than significant under CEQA". This disingenuous and deceitful statement belies the fact that CHSRA has no intention of "fully mitigating" operational noise impacts, and for those decision makers and stakeholders that only review the EIR/EIS Summary, it instills the false belief that operational noise impacts will be fully mitigated. Such deceit *WILL NOT* be tolerated in the Palmdale-Burbank project, and the Community of Acton insists on strict compliance with CEQA mitigation to the fullest extent of the law. This includes the consideration and adoption of an "Environmentally Superior" alternative which eliminates all impacts to virtually every community between Palmdale and Burbank, namely the underground route through the ANF described in Section 2.

4. KEY FEDERAL AGENCIES HAVE BEEN OMITTED FROM THE SCOPING PROCESS

Neither the U.S. Forest Service ("USFS") nor its parent agency (the US Department of Agriculture) have been identified as Participating Agencies (or even Cooperating Agencies) in FRA's NOI issued for the Palmdale-Burbank HSR project. This is particularly surprising, given that the USFS has jurisdiction over the Angeles National Forest ("ANF") which underlies the "Alternative Corridor Study Area", and is responsible for issuing the "Special Use Permit" or other relevant authorization that will be necessary to construct any route that affects the ANF. An HSR route through the ANF will eliminate adverse impacts on virtually every community between Palmdale and Burbank, and is therefore a matter of considerable interest to affected stakeholders. FRA's failure to include the USFS as a Participating Agency, and the USFS's failure to participate in the public scoping meetings has caused significant public unease, and has raised the public's perception that neither the FRA nor the HSRA are truly committed to developing a route that protects many tens of thousands of people from adverse impacts. This is particularly true in the Community of Acton, which is traversed by (and will be substantially damaged by) every single HSR route proposed by FRA/HSRA. The Community of Acton expects FRA's failure to include the USFS as a Participating Agency will be rectified, and that the USFS will fully participate in the FRA/HSRA environmental review and public outreach efforts going forward.

5. INADEQUATE DEFINITION OF THE PALMDALE-BURBANK HSR PROJECT PRECLUDES MEANINGFUL PUBLIC COMMENT AT THIS TIME

The HSRA's proposed Palmdale-Burbank HSR project includes a "Route Alternative Study Area" which traverses the ANF. However, this alternative is so poorly defined and lacks locational information to such an extent that affected stakeholders are unable to provide meaningful scoping comments at this time. Regarding this HSR route alternative, it is expected that stakeholders will have future opportunities to provide scoping comments once this alternative is properly refined to a level which permits meaningful public comment. It is further expected that these comments will be accorded the same weight as any and all timely-submitted scoping comments that the FRA and CHSRA receive pursuant to the NOP and NOI issued July, 2014.

6. THE FRA/HSRA SCOPING PROGRAM ESTABLISHES INCONSISTENT DEADLINES

According to the comment cards and scoping flyer distributed jointly by the FRA and HSRA at the public scoping meetings that were held in August and noticed in the NOP and NOI, public scoping comments are due on or before August 31, 2014. However, the NOI issued by the FRA and published in the Federal Register establishes a public scoping deadline of August 25, 2014. The NOP issued by the HSRA was merely signed on July 24, 2014, and it does not specify any scoping comment deadline nor does it indicate a publication date. Despite these apparent inconsistencies and the clearly mixed message that the public has received from FRA/HSRA regarding when scoping comments are actually due, and in recognition of the fact



that full and meaningful public participation is a fundamental objective of both CEQA and NEPA, it is expected that FRA and HSRA will deem all comments received on or before, or postmarked by, August 31 2014 to be timely submitted, and will accord them the same weight and due consideration given to all scoping comments submitted on or before August 25, 2014.

7. THE PALMDALE-LOS ANGELES HSR PROJECT HAS BEEN IMPROPERLY SEGMENTED INTO TWO SEPARATE PROJECTS IN VIOLATION OF CEQA & NEPA

The FRA/HSRA have taken a single project (the Palmdale-Los Angeles HSR project) and improperly split it up into two separate projects (the Palmdale-Burbank HSR and the Burbank-Los Angeles HSR Project) in violation of both CEOA and NEPA.

FRA claims that the Palmdale-Burbank project and the Burbank-Los Angeles project will have "independent utility", which means that these two projects are not "connected actions" (as that term is contemplated in NEPA) and will therefore function without need of, and independent from, each other. Such a statement is ridiculous on its face. A stand-alone high speed train connecting Burbank with Los Angeles is intrinsically non-viable given the short distance it would cover (11 miles) and its "unnecessary" nature. FRA claims that the Burbank and Los Angeles terminals are "rational for transportation movements", but does not provide any supporting evidence that any passenger would ever have need of such transportation. The reason for this lack of evidence is simple; it does not exist. Additional reasons offered by FRA to further justify this improper segmentation of the Palmdale-Los Angeles project are equally insubstantial: for example, FRA claims that segmenting these two projects will provide "more effective planning and public outreach in these highly populated areas". Obviously this is untrue, as evidenced by the fact that FRA's public scoping and outreach actions for the two projects were combined into a single scoping and outreach effort. Clearly, FRA is capable of achieving adequate public outreach and planning for a combined Palmdale-Los Angeles project. Aside from FRA's specious reasons for segmenting the Palmdale-Los Angeles project into two separate projects, there is the undeniable fact that approving the Burbank-Los Angeles portion of the project will influence the decision and force the Palmdale-Burbank project to proceed notwithstanding the environmental consequences. The Burbank-Los Angeles section serves as a necessary component of the Palmdale-Los Angeles HSR project and is therefore a connected action that is dependent on the Palmdale-Burbank Section. As the courts have determined, these are the hallmarks of distinguishing improper segmentation under NEPA and they clearly preclude FRA from splitting up the Palmdale-Los Angeles HSR project into two different projects. Separating the Palmdale-Los Angeles HSR project into 2 different segments is also a violation of CEQA. Nonetheless, the NOP issued by HSRA asserts that splitting the Palmdale-Los Angeles HSR project into separate projects is necessary because a Supplemental Alternatives Analysis Report ["SAA"] issued in May 2014 says that "it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS." Aside from the obvious fact that SAA statements do not obviate CEOA compliance requirements, HSRA's action violates CEQA for other reasons. CEQA prohibits HSRA from breaking up the Palmdale-Los Angeles project into component parts for piecemeal consideration. The justifications for this action offered by HSRA in the NOP are the same justifications offered by the FRA in the NOI, and they fall apart for the same reasons.

8. FAILURE TO PROVIDE HSR NOISE LEVELS VIOLATES CEQA AND NEPA

In any action or project for which an EIS is prepared, NEPA requires consideration of "direct effects, which are caused by the action and occur at the same time and place" [40 C.F.R. § 1508.8(a)]. The "direct effects which are caused" by high speed rail operation include significant noise levels which "occur at the same time and place" in which the train passes by. Similarly, CEQA requires HSRA to disclose the "direct impacts" of a project to the public. *There is no question* that both NEPA and CEQA require public disclosure of the actual high speed train noise levels that are projected for the Palmdale-Burbank project.

Nonetheless, and despite these clearly stated requirements, FRA/HSRA have failed to consider (or even report) ANY actual high speed train noise levels in any of the environmental assessments that have been conducted to date for the California High Speed Rail Program. Instead, FRA/HSRA only considered 24-hour "aggregate" noise values that were never published, and which were derived by reconciling existing noise data (averaged over 24 hours) with projected high speed train noise data (also averaged over 24 hours). While these "aggregate" values may perhaps be construed to represent some sort of indirect impact or perhaps a



cumulative impact (both of which must be considered under CEQA), they do not, by any stretch of the imagination, represent "direct effects" of the high speed train which occur only at the time when, and in the place where, the high speed train passes by. The Community of Acton will not tolerate such CEQA and NEPA violations, and demands that actual noise level predictions resulting from HSR operation in Acton be provided in the Palmdale-Burbank EIR/EIS. This can best be achieved by providing noise contour maps for Acton that are plotted in 10 dBA increments and range from the maximum value to 60 dBA or less. (Information taken from Jacqueline Ayer research per her permission.)

Jacqueline Ayer, AirSpecial@aol.com, 2010 West Avenue K, #701, Lancaster, CA 93536"

4. Environmental Justice

The three identified High Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of ALL Acton properties. Who will want to own Acton property when there is an 85 dB plus train roaring by frequently? Property values will DROP significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority (Authority) prior to assignment of a route. It is expected that property values may drop as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway, and the Vasquez Canyon area. The High Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location resulting in loss of income to the community.

The High Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resale.

5. Geology, Soils, Seismic Factors

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earth quakes of 5.5 magnitude or greater. Above grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

Thank you for your consideration of my Scoping Comments for the Palmdale to Burbank route of the California High Speed Rail. These comments are being submitted by e-mail on August 30, 2014 to both the Federal Rail Authority to Ms. Stephanie Perez at Stephanie.perez@dot.gov, and Mr. Mark A. McLoughlin, Director of Environmental Services, Palmdale to Burbank Section, California High Speed Rail Authority at mclough@aol.com and Palmdale_burbank@hsr.ca.gov. A hard copy of these comments was mailed to Mr. Mark A. McLoughlin, Director of Environmental Services, Palmdale to Burbank Section, California High Speed Rail Authority, 700 North Alameda, Room 3-532, Los Angeles, CA 90012.

Yours very truly,

//s//

Janna Duncan

32230 Angeles Forest Hwy, Vincent (Acton), CA 93550 * (661) 361-3188





Submission I188 (Donald Dunham, September 5, 2014)

Palmdale - Burbank - RECORD #734 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/5/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Donald Last Name: Dunham

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: donmar4@ca.rr.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

Attn: Palmdale to Burbank project section California High Speed Rail Authority Southern California Regional Office 700 North Alameda L.A., CA 90012 Řoom 3-532

Dear McLoughlin:

I am writing in regard to the HSR coming through my community of Shadow

First, I would point out that the "Alternative Corridor-New Study Area" is completely vague (covering a 500 square mile area) which puts thousands of people (homeowners) in fear of being under the cloud of the HSR. How can people study and (either) object or agree with a such a vague plan, not knowing whether or not their home and landholding is going to be wiped out, taken away or, at a minimum, drastically disrupted by a 200 mph train dashing by when they are sitting on a horse in an equestrian community that they paid a million dollars to live in?

I am a rabid environmentalist. I believe in and want CA and the entire USA to have a high speed rail like the Japanese, French and other advanced countries. I really do. I think it would save gas, oil, money, time and congestion. But there are some areas that it should not traverse. It should travel through already established corridors in commercial areas where there are already freeways, highways, other rail lines, etc. Not through pristine areas like equestrian communities (such as Shadow Hills and the Tujunga Wash) or through a National Forest like the Angeles. There is no reason the HSR cannot follow along the other rails beside or near the 5 FWY that comes south from Sylmar, San Fernando, Pacoima, and on down into Burbank.

Further, I am informed that there is an earthquake fault running near the base of the Angeles Forest which (for some strange reason) keeps the fresh water aguifers on one side free from the contaminated (by cesspools) aquafers on the other. These aquafers connect with and are the source of 10 % of the

Submission I188 (Donald Dunham, September 5, 2014) - Continued

drinking water for the Los Angeles area. Any disturbance would allow contamination of the bad into the good. Water already being at a premium if not in shortage in California. Any source, no matter how small, is too precious to give up.

While on the subject of water, the Hansen Dam (at the base of the Big Tujunga Wash) is crucial to protecting the San Fernando Valley from flooding from water runoff from the Angeles Mountains. Any tunneling or major construction near, or interfering with the dam would jeopardize the protection it has provided for nearly 80 years.

Respectfully,

DON DUNHAM

EIR/EIS Comment: Yes

Submission I189 (Marianne Dunham, September 8, 2014)

Maríanne Dunham 10936 Art Street Shadow Hílls, CA 91040 Tel: 818-446-0457 Fax: 818-446-0757

September 5, 2014

Mark A. McLoughlin, Director of Environmental Services Attn: Palmdale to Burbank project section California High Speed Rail Authority Southern California Regional Office 700 North Alameda Room 3-532 L.A., CA 90012

Dear McLoughlin:

I am writing in regard to the HSR coming through my community of Shadow hills.

First, I would point out that the "Alternative Corridor-New Study Area" is completely vague (covering a 500 square mile area) which puts thousands of people (homeowners) in fear of being under the cloud of the HSR. How can people study and (either) object or agree with a such a vague plan, not knowing whether or not their home and landholding is going to be wiped out, taken away or, at a minimum, drastically disrupted by a 200 mph train dashing by when they are sitting on a horse in an equestrian community that they paid a million dollars to live in?

I am an environmentalist. I believe in and want CA and the entire USA to have a high speed rail like the Japanese, French and other advanced countries. I really do. I think it would save gas, oil, money, time and congestion. But there are some areas that it should not traverse. It should travel through already established corridors in commercial areas where there are already freeways, highways, other rail lines, etc. Not through pristine areas like equestrian communities (such as Shadow Hills and the Tujunga Wash) or through a National Forest like the Angeles. There is no reason the HSR cannot follow along the other rails beside or near the 5 FWY that comes south from Sylmar, San Fernando, Pacoima, and on down into Burbank.

Further, I am informed that there is an earthquake fault running near the base of



Submission I189 (Marianne Dunham, September 8, 2014) - Continued

the Angeles Forest which (for some strange reason) keeps the fresh water aquifers on one side free from the contaminated (by cesspools) aquafers on the other. These aquafers connect with and are the source of 10 % of the drinking water for the Los Angeles area. Any disturbance would allow contamination of the bad into the good. Water already being at a premium if not in shortage in California. Any source, no matter how small, is too precious to give up.

While on the subject of water, the Hansen Dam (at the base of the Big Tujunga Wash) is crucial to protecting the San Fernando Valley from flooding from water runoff from the Angeles Mountains. Any tunneling or major construction near, or interfering with the dam would jeopardize the protection it has provided for nearly 80 years.

Respectfully,

MARIANNE DUNHAM

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Submission I189 (Marianne Dunham, September 8, 2014)



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CALIFORNIA
High-Speed Rail Authority



Submission I190 (Diane Eggers, August 26, 2014)

Allen and Diane Eggers 16020 Comet Way Santa Clarita, CA 91387 August 26, 2014

Mr. Mark A. McLoughlin Director of Environmental Services California High Speed Rail Authority 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

VIA EMAIL

Dear Mr. McLoughlin:

We <u>strongly oppose</u> the current path of the HSR through the Santa Clarita Valley and Acton. It will definitely have a negative impact on the community of Santa Clarita, particularly the Sand Canyon area and us personally, as its lengthy construction and operation pass through communities that it will not even service. The "newly" proposed, Alternative Corridor route mentioned at the recent HSR meeting on August 5th, would be shorter, more direct and affect fewer communities.

In the Santa Clarita Valley, decibel levels will increase in severity and frequency with the addition of the HSR to existing Metro and freight train activity, not to mention nearby freeway activity. HSR decibel levels of 70 to 80 dB every 10 to 12 minutes in the Sand Canyon area alone will negatively impact:

- me and my family personally as our home sits less than a quarter mile from current and proposed rail tracks (existing rail and freeway noise/vibration is already hard to miss);
- all residents and animals in one of the few remaining rural areas of the SCV that allows horses and other ranch animals, of which there are many;
- children and teachers of two elementary schools (over 1000 individuals);
- two churches (oh, wait, one will be eliminated, along with several homes, due to the path of the high speed rail);
- natural habitats of the snakes, owls, bats, frogs, fox, ferrets, raccoons, bobcats, coyote, squirrels, mountain lions, woodpeckers, hawks, and other birds, that call the areas of Sand Canyon and the Santa Clara River "home".

New rail construction and operation, in addition to existing Metro and freight trains, will add more disruptive activity along the Santa Clara River, negatively affecting its fragile eco-system, including its abundant plant life. And, how can something barreling - no, rocketing - through at 125 to 220 miles an hour not jeopardize safety, animal or human?!

Passing through the SCV on its way to Palmdale (in a tunnel or not), the HSR will be built parallel to the San Andreas Fault, alongside Highway 14 and existing rall tracks, endangering even more lives than are already in

Submission I190 (Diane Eggers, August 26, 2014) - Continued

danger along the fault's path. "The Big One" is inevitable, and it appears the state has decided, in the "interest of the common good", that even more death and destruction is acceptable.

Some of us had hoped to use our home's equity as a "jumping off" point for retirement but, as any homeowner within viewing distance of the proposed line can tell you, property values have already been negatively affected. Many of us are having to rethink/rework our plans for our future. This problem will only get worse should the line be built through Sand Canyon.

The task of building this monstrosity will be monumentally disruptive for a community that will receive minimal to no benefit from its construction and operation. Many of us moved to this part of the SCV because of its natural beauty and open spaces. For those of us who live in Sand Canyon, we KNOW that the peacefulness and the "aesthetic & visual quality" we sought here will be compromised, assaulted and changed forever should this line go through here.

Please choose the alternative route.

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Allen and Diane Eggers

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Submission I191 (Allen and Diane Eggers, August 29, 2014)

Allen and Diane Eggers 16020 Comet Way Santa Clarita, CA 91387 August 26, 2014

Mr. Mark A. McLoughlin Director of Environmental Services California High Speed Rail Authority 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

VIA EMAIL

Dear Mr. McLoughlin:

We <u>strongly oppose</u> the current path of the HSR through the Santa Clarita Valley and Acton. It will definitely have a negative impact on the community of Santa Clarita, particularly the Sand Canyon area and us personally, as its lengthy construction and operation pass through communities that it will not even service. The "newly" proposed, Alternative Corridor route mentioned at the recent HSR meeting on August 5th, would be shorter, more direct and affect fewer communities.

In the Santa Clarita Valley, decibel levels will increase in severity and frequency with the addition of the HSR to existing Metro and freight train activity, not to mention nearby freeway activity. HSR decibel levels of 70 to 80 dB every 10 to 12 minutes in the Sand Carryon area alone will negatively impact:

- me and my family personally as our home sits less than a quarter mile from current and proposed rail tracks (existing rail and freeway noise/vibration is already hard to miss);
- all residents and animals in one of the few remaining rural areas of the SCV that allows horses and other ranch animals, of which there are many;
- children and teachers of two elementary schools (over 1000 individuals);
- two churches (oh, wait, one will be eliminated, along with several homes, due to the path of the high speed rail);
- natural habitats of the snakes, owls, bats, frogs, fox, ferrets, raccoons, bobcats, coyote, squirrels, mountain lions, woodpeckers, hawks, and other birds, that call the areas of Sand Canyon and the Santa Clara River "home".

New rail construction and operation, in addition to existing Metro and freight trains, will add more disruptive activity along the Santa Clara River, negatively affecting its fragile eco-system, including its abundant plant life. And, how can something barreling - no, rocketing - through at 125 to 220 miles an hour not jeopardize safety, animal or human?!

Passing through the SCV on its way to Palmdale (in a tunnel or not), the HSR will be built parallel to the San Andreas Fault, alongside Highway 14 and existing rail tracks, endangering even more lives than are already in



Submission I191 (Allen and Diane Eggers, August 29, 2014) - Continued

danger along the fault's path. "The Big One" is inevitable, and it appears the state has decided, in the "interest of the common good", that even more death and destruction is acceptable.

Some of us had hoped to use our home's equity as a "jumping off" point for retirement but, as any homeowner within viewing distance of the proposed line can tell you, property values have already been negatively affected. Many of us are having to rethink/rework our plans for our future. This problem will only get worse should the line be built through Sand Canyon.

The task of building this monstrosity will be monumentally disruptive for a community that will receive minimal to no benefit from its construction and operation. Many of us moved to this part of the SCV because of its natural beauty and open spaces. For those of us who live in Sand Canyon, we KNOW that the peacefulness and the "aesthetic & visual quality" we sought here will be compromised, assaulted and changed forever should this line go through here.

Please choose the alternative route.

Sincerely

Allen and Diane Eggers

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Submission I191 (Allen and Diane Eggers, August 29, 2014)





Submission I192 (Whitney Eggers, September 11, 2014)

Whitney Eggers 16020 Comet Way Santa Clarita, CA 91387 September 10, 2014

Mr. Mark A. McLoughlin Director of Environmental Services California High Speed Rail Authority 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

VIA EMAIL

Dear Mr. McLoughlin:

I strongly oppose the current path of the HSR through the Santa Clarita Valley and Acton. It will have a strong negative impact on the community of Santa Clarita, particularly the Sand Canyon area and my family and I personally, as its lengthy construction and operation pass through communities that it will not even service. The "newly" proposed, Alternative Corridor route mentioned at the recent HSR meeting on August 5th, would be shorter, more direct and affect fewer communities.

HSR decibel levels of 70 to 80 dB every 10 to 12 minutes in the Sand Canyon area alone will negatively impact:

- me and my family's personally as our home sits less than a quarter mile from current and proposed rail tracks (existing rail and freeway noise/vibration is already hard to miss);
- all residents and animals in one of the few remaining rural areas of the SCV that allows horses and other ranch animals, of which there are many;
- children and teachers of two elementary schools (over 1000 individuals);
- one church and several homes will be eliminated due to the path of the high speed rail;
- natural habitats of the snakes, owls, bats, frogs, fox, ferrets, raccoons, bobcats, coyote, squirrels, mountain lions, woodpeckers, hawks, and other birds, that call the areas of Sand Canyon and the Santa Clarita River "home"

New rail construction and operation, in addition to existing Metro and freight trains, will add mor disruptive activity along the Santa Clarita River, negatively affecting its fragile eco-system, including its abundant plant life. And, of course, something going through at 125 to 220 miles an hour can jeopardize the safety of animals and humans!

Submission I192 (Whitney Eggers, September 11, 2014) - Continued

Passing through the SCV on its way to Palmdale (in a tunnel or not), the HSR will be built parallel to the San Andreas Fault, alongside Highway 14 and existing rail tracks, endangering even more lives than are already in danger along the fault's path.

Another issue the HSR is causing for homeowners, as well as my family, is the value of our homes dropping dramatically. Due to the HSR already having a negative impact on homeowners and their plans to eventually sell their homes, people now have to rethink/rework their plans for the future.

My family, as well as others, moved to SCV because of its natural beauty and open spaces. For those of us who live in Sand Canyon, we know that the peacefulness we love so much about the area will be compromised, assaulted and changed forever should this line go through here.

PLEASE choose the alternative route.

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Sincerely,

Whitney Eggers



Submission I193 (Halland Eggers, September 11, 2014)

Palmdale - Burbank - RECORD #845 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date: 9/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Halland Last Name: Eggers

Professional Title:

 ${\bf Business/Organization:}$

Address: 26522 Bighorn Way

Apt./Suite No.:

 City:
 Valencia

 State:
 CA

 Zip Code:
 91354

Telephone :

Email: heggers@pacbell.net

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

I was born and raised in Santa Clarita Valley. Much of my youth was spent living in the Sand Canyon area of Santa Clarita and, though I am no longer a resident of Sand Canyon, my parents still reside there in my childhood home. Because of this, I strongly oppose the planned path of the HSR from Burbank to Palmdale. As a former resident of Sand Canyon and as a person who still frequents the area often, I have seen firsthand the love and dedication the residents of Sand Canyon have given to building and maintaining homes for their families. Often times, these homes are created from a lifetime of hard work. Being the rural area that Sand Canyon is, the properties there are filled with residents who specifically searched for homes with qualities not found elsewhere in Santa Clarita. These qualities include not only the large homes and properties made possible by the wide open spaces of Sand Canyon, but also the peace, quiet, and nature that goes along with such a rural area. The current path of the HSR will take all of that hard work from them in an instant and it will destroy one of the few quiet, rural communities left in Santa Clarita, and of course, the wildlife that goes with it. This plan will destroy homes and evict residents directly in the path of the HSR. It will change the current living area for the remaining residents. Most of all, it will change the value of the homes and properties these residents depend on for their futures. Please understand how devastatingly wrong that is.

In addition to destroying and devaluing homes, the current path of the HSR will also run in close proximity to two elementary schools. The sound of the HSR running its course every 10 to 12 minutes alone will disrupt the classroom environment. But far worse is the danger of having the HSR tracks

so close to such a large number of young children. Schools that were once a positive quality for current residents and future residents alike will now have a black mark on their record. What parent wants their child's learning

Submission I193 (Halland Eggers, September 11, 2014) - Continued

environment interrupted with the constant noise of the train and the dangers it brings?

And to make this issue even harder to swallow, Santa Clarita will not benefit from the HSR in any way. There will be no stop in the Santa Clarita Valley. There will be no easy way for residents to use the HSR. How can we possibly justify expecting residents of Sand Canyon to so drastically change their community by building a HSR path through their neighborhood, destroying homes, devaluing others, uprooting treasured wildlife, when the residents of Santa Clarita will not benefit from it at all?

There is, of course, a solution to all of this-a solution that would save the homes and wildlife of Sand Canyon but still allow a direct path from Burbank to Palmdale. The Alternative Corridor that has been proposed would cause less damage to the rural environment and less damage to the community

of homes in Sand Canyon. PLEASE choose the alternative route.

--

Holland Eggers 26522 Bighorn Way

Valencia, CA 91354

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: Prefer Alternative Corridor

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission I194 (Timothy E. Ekeberg, August 27, 2014)

Palmdale - Burbank - RECORD #293 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Timothy E. Last Name: Ekeberg

Professional Title: **Business/Organization:**

Address: 228 Hermes St

Apt./Suite No.:

City: Simi Valley State: CA 93065 Zip Code:

Telephone:

Email: timekeberg@hotmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014

Jeff Morales

Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do

that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Timothy E. Ekeberg 228 Hermes St Simi Valley, Ca 93065

Submission I194 (Timothy E. Ekeberg, August 27, 2014) - Continued

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission I195 (Leon Ellersieck, August 29, 2014)

Palmdale - Burbank - RECORD #492 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Leon Last Name: Ellersieck

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: leon@pacifictitlearchives.com

Cell Phone:

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Dear Sirs

I understand that a route for a high speed rail line is being considered that would pass through our area (Shadow Hills - Tujunga Wash) and I would just like to register my opposition to this. It is bad enough that the 210 freeway has ruined the peace and quiet that our neighborhood used to be known for. But more years of construction and noise for a project that will not benefit our community in any way? We have a nice neighborhood that is under constant threat from every angle, developers, politicians who want to condemn areas to give them to someone who will contribute more to their campaign and elected officials who want to rezone us for apartments. We even had our council district taken away by the LA city council after our councilman died. I and many others still remember the councilman who took credit for that and it has been my pleasure to vote against that b**** every chance I got (he is out of politics now). I will be watching this

project and hope the correct decision is made.

Leon Ellersieck

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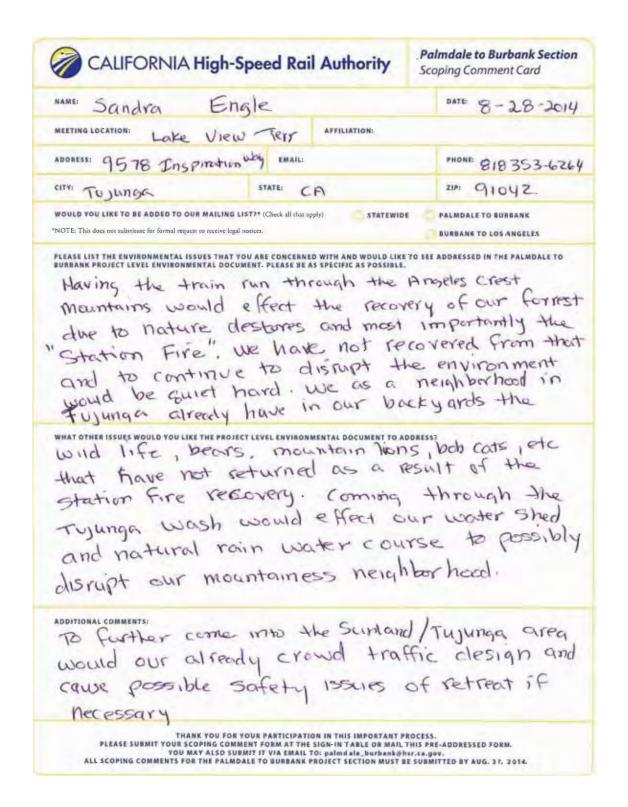
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EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

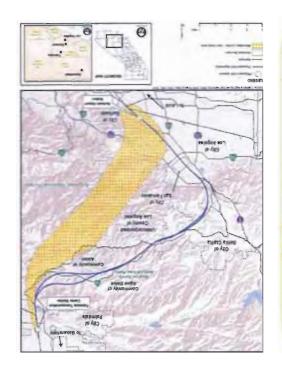
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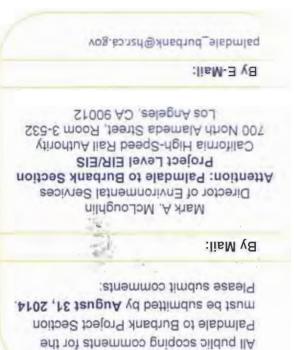
Submission I196 (Sandra Engle, August 30, 2014)





Submission I196 (Sandra Engle, August 30, 2014)







Submission I197 (Maria Enriquez, August 30, 2014)

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Submission I197 (Maria Enriquez, August 30, 2014)

palmdale_burbank@hsr.ca.gov

Por Correo Electrónico:

Mark A. McLoughline
Director de Servicios Ambientales
Atención: Sección del Proyecto de
Palmdale a Burbank
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Por Correo:

Los comentarios de alcance del público serán aceptados hasta el 31 de agosto de 2014. Envio de comentarios:

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Mark A. McLoughlin

irector of Environmental Services

almdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

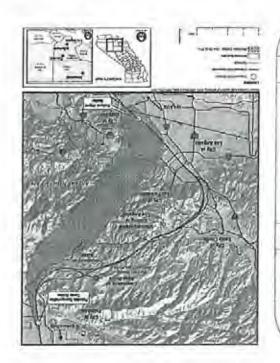
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Submission I198 (Abel Enriquez, August 30, 2014)

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Submission I198 (Abel Enriquez, August 30, 2014)



palmdale_burbank@hsr.ca.gov

Por Correo Electrónico:

Mark A, McLoughlin
Director de Servicios Ambientales
Atención: Sección del Proyecto de
Palmdale a Burbank
California High-Speed Rail Authority
Tog North Alameda Street, Room 3-532
Tos Angeles, CA 90012

Por Correo:

de 2014 Envío de comentarios: de 2014 Envío de comentarios:



High-Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012 20 45/02/01/11/20



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012



Submission I199 (David V. Erlendsson, August 29, 2014)

	Palmdale to Burbank Section
CALIFORNIA High-Speed Rail Authority	Scoping Comment Card
NAME: David V Enlaudson	DATE: 8-29-14
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ADDRESS: 4786 Sierna Hung EMAIL I Scocque and Come	PHONE: 661-878-1477 C
CITY: ACTON STATE: CA	ZIP: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) *NOTE: This does not substitute for formal request to receive legal notices.	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.	THE PALMDALE TO BURBANK PROJECT
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Submission I199 (David V. Erlendsson, August 29, 2014)







Submission I200 (Peggie Eustace, August 20, 2014)

Palmdale - Burbank - RECORD #217 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: Nο Submission Date: 8/20/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Peggie Last Name: Eustace

Professional Title : Business/Organization :

Address: 34420 Peaceful Valley Road

Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: mcenaneygolf1@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Subject line:High-Speed Rail:

Don't do it if you can't do it right

Dear Mark A. McLoughlin,

am writing to express my strong opposition to California's \$98.5 billion High Speed Rail (HSR)

project. In good faith, many of us voted for Proposition 1A in 2008 because

we believed in the possibilities that it offered. Increasingly, I see this was a mistake.

As

you know, there has been significant criticism from the State Auditor, the Legislative Analyst's office and the Authority's own Peer Review Group (all non-partisan).

They all agree that this project is not being planned or managed correctly, and

there are major flaws in key areas, including:

- * Financing Only a fraction of funding is in place, yet construction must begin in 2012 in order to receive federal stimulus funding. My greatest fear is that our communities will be permanently scarred, and homes and businesses destroyed, yet the project will never be completed due to lack of funding.
- * Cost to taxpayers—I am unaware of a major infrastructure project that has come in on budget. The current \$98.5 billion estimate relies heavily on 1) federal funding that is unrealistic in the current political and economic climate, and 2) private investors, none of whom have stepped forward since the project was approved. State taxpayers may be forced to take on a mountain of debt that will drain financial resources that otherwise could be used for priorities such as education, social services, and other transportation

* Ridership – This is one of the most important factors in determining the financial success of this project and revised, shrinking ridership figures continue to spark controversy from non-partisan experts. If the numbers are wrong, we may overbuild a system that will be a financial burden on

Submission I200 (Peggie Eustace, August 20, 2014) - Continued

taxpayers for generations.

* Destruction of our communities and farmland – The Central Valley segment, due to start construction in 2012, will divide family farms, disrupt irrigation systems, destroy homes and businesses and negatively impact the quality of life in cities and towns. Much the same can be expected to happen in the Bay Area and southern California, where some of the state's most environmentally friendly cities can be found. These are communities where walking, biking and enjoying the great outdoors are a way of life. Why would we choose to lower property values by constructing a train system that would create intolerable noise pollution and divide cities that have downtowns other communities around the country hope to model?

* Jobs – While I have heard this project is expected to generate jobs, the Authority conceded the number is much less than 1 million it once claimed. There has also been little discussion about the jobs we will lose if the state has to finance this program for the foreseeable future. Furthermore, how many jobs will be lost as a result of businesses that will be destroyed due to the current proposed route?

* My Home-One of the proposed routes goes directly across my property. Even if it was 1/2 a mile away it would still be noise, vibration and complete destruction of this quiet rural lifestyle I have come to love. The one thing this state has not learned how to do is tax or fee us on is quiet solitude, yet you have found a way to destroy it. I currently pay about \$2500.00 a month house payment. I have very good credit and have my entire life. Why would I continue to pay my mortgage when your plan completely devalues my home and land making it completely worthless? You are ruining people's lives with this grandiose ill funded plan. I only hope you live long enough to have your life's work destroyed as you have done to so many people if you should life's work destroyed as you have done to so many people if you should continue with this plan. When I look at the maps on the government website, none of them have the detail that would show how many families and homes would be destroyed. Your maps are

vague and non threatening in appearance only. How can sound pollution be quantified at all hours of the night and day? How can you decide it is ok to wreck these people's lives but not those?

of us who live in communities that would be ruined by this project have been cast aside and often dismissed by the High Speed Rail Authority in an

to turn public opinion against us and our concerns. Yet our numbers continue

grow as more and more Californians see the financial folly and environmental cost of continuing with this boondoggle.

urge you to please listen to our concerns and make sure that if California

High Speed Rail right, don't do it all.

Sincerely,

Name:

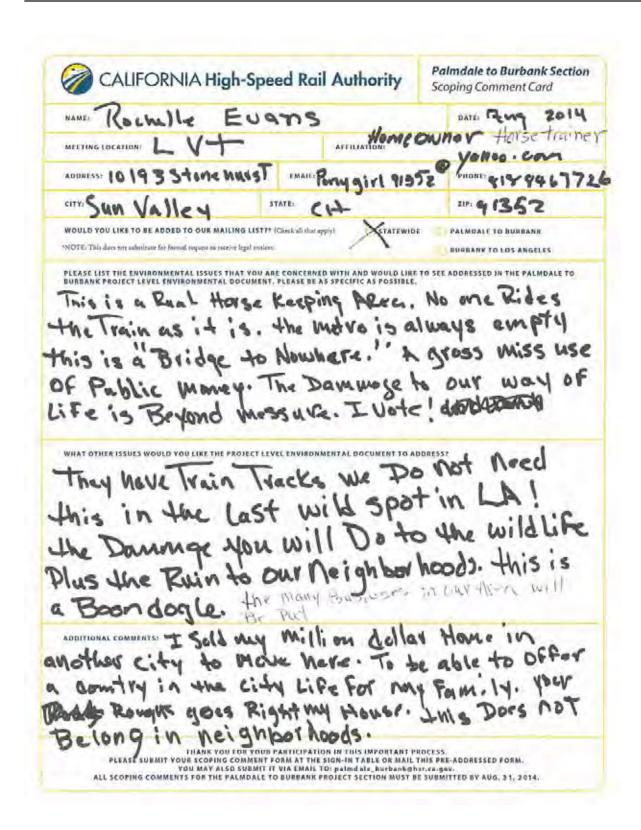
Peggie Eustace

Address: 34420 Peaceful Valley Road Acton, CA 93510

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Opposition to CAHSR Project

Submission I201 (Rachelle Evans, August 14, 2014)



Submission 1202 (Nancy Evans, August 28, 2014)

High Speed Rail Nancy Evans <u>nancy@redrowan.com</u> August 28, 2014

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office

Dear Mr. McLoughlin.

CC: Councilman Felipe Fuentes, Supervisor Mike Antonovich, Supervisor Zev Yaroslavsky, Mayor Garcetti, Assemblyman Bocanegra, Congressman Schiff.

The case in point is the High-Speed Rail. This isn't new technology; it was developed in Japan in 1964. That was 50 years ago. In the interim it has spread throughout Asia, Europe, and some third world countries. You say there is adequate planning, but there is something going on in our back yard that is not being considered in the planning; and it is of vital importance to the High-Speed Rail and the planning effort going on right now.

Just east of Lancaster, very important things have been happening. Many are out of the R&D phase and into execution. There are at least four individual efforts being conducted to support civilian, private sector, spaceflight. (I can provide a lot more information here, but not in 4 days.) These will eventually utilize and encompass the Edwards Space Flight facility and expand into the vast desert lands that surround it. As this materializes, jobs, homes, services, support centers will spring up and require transportation of all descriptions.

In any other reasonable planning scenario, Los Angeles would be looking to move all but commuter functions of LAX and Ontario airports into a transportation corridor where they could grow comfortably. Perhaps the function of Union Station would move there too, collecting the many pieces of nonfunctional ground transportation under one planning effort. This could integrate all elements of ground and air transportation into a network that speaks directly to the needs of our City our, State, and our Country. It will form the core of a transportation corridor that is impossible in any other State in the Union.

This is not 5 year plan, nor a ten year plan. This might be a 50 year plan based upon what we can do now and how elements of that plan can be expanded to meet growth in population and technology that we cannot even imagine now. Although we would be building to an overall plan, with schedules and budgets, a planning commission would continually address how to integrate growth into the plan before the system is already constructed, outmoded and not useful. Our freeways and schools are miserable examples of great ideas that died from construction without an integrated, continuous, planning and funding effort.

Basically I see this as a high speed rail extending from Sacramento (maybe Canada) to San Diego (maybe Mexico) with three intersecting hubs: Sacramento, Los Angeles, and San Diego. This is not a commuter train. It has been found that trips under 430 miles are not economical uses of high-speed rail, and that these short hops are better served by air transportation. Highly efficient light-rail will connect cities to the corridor. I see connections from the Los Angeles hub running from Mojave to Long Beach and branching out to serve all major cities of the greater Los Angeles Area. I see similar networks of light rail out of Sacramento and San Diego. Much of this already exists, but it does not work well because it was not planned as an integrated system. Let us avoid breeching our mountains and a major dam, destroying



Submission I202 (Nancy Evans, August 28, 2014) - Continued

High Speed Rail Nancy Evans <u>nancy@redrowan.com</u> August 28, 2014

our waterways, disrupting earthquake faults that appear at least for now to be stable, and destroying valuable green space and recreation areas. We have a huge opportunity to do better.

The Shinkanson, Japan's bullet train, has been in operation for 50 years, expanding now to almost 1500 miles. The train runs on an above grade bed through tunnels or over viaducts to eliminate all grade level intersections with automobile or other rail traffic affording safety. It is enclosed and guarded to prevent vandalism and contact with the hot rail. Curves are controlled on the x, y, and z axes. Trains run 180 to 200 mph every 30 minutes from 6 am to midnight. Maintenance is conducted during downtime. It runs on electricity supplied by an overhead power line, powering the train through Hot Rail Technology. They do not discuss electromagnetic radiation pollution, but it must be significant. They don't discuss two way traffic, but they don't appear to have two tracks either. They discuss their signal system and do not mention collisions which would be their only hazard. There is noise pollution of 70 db. at low speeds, figures are not given for high speed operation. There is no way this train can run economically from say Santa Clarita to Union Station; and with all of the hazard potentials, there is no reason why it should. The time it will take to do this will be much slower than those expected of a high speed rail especially if it is stopping at each city along the way. This is not the function of a High Speed Rail.

Furthermore there is no way I want this near my neighborhood.

Let's look a little further into the future so that we don't make another series of costly mistakes. We could do something really remarkable and not waste too much of the planning done so far. Let's keep the high speed rail out in the desert and bring the connections to it. We do not need it west of the mountains. In the long run creating a border to border transportation corridor will be less expensive, provide more jobs, afford huge growth potential, and maybe even solve a lot of our local transportation problems. And the idea is as unique as California is unique. No one else can do this.

Most sincerely,

Nancy Evans, nancy@redrowan.com 10180 Stonehurst Ave. Shadow Hills Sun Valley, CA 91352





Submission 1203 (Michael and Neiman Fahnestock, August 29, 2014)

August 29, 2014

Fahnestock Ranch Michael and Neiman Fahnestock 4151 Pelona Canyon Road Acton, CA 93510

Mark A. McLoughlin Director of Environmental Services Attn: Palmdale to Burbank California High-Speed Rail Authority Southern California Regional Office 700 North Alameda, Room 3-532 Los Angeles, CA 90012

RE: Public Scoping Comments

Dear Mark,

My wife, Neiman and I our writing this letter to you in great dissatisfaction and concern based on the latest information we have received regarding your organization planning a proposed high speed train route that will cut directly through our neighborhood and other routes that intersect or cut through the middle of the historic town of Acton. We have recently moved here to the Red Rover Mine Canyon area of Acton only a few years back to get away from the noise and pollution of the city. We were looking for a peaceful, quiet, and relaxing environment in which to live and raise animals on a small ranch. We have thrived in this environment, over the years we have grown our ranch to include what I am most proud of, rescuing training and rehabilitating unwanted horses and other small animals and re-homing them to forever loving homes. To aid in some of the expenses we lease part of our facilities out to clients looking for a place to board their horses or other animals in this same serene environment. We also offer some riding lessons, trail riding, and animal breeding services on an occasional basis. As a matter of fact as I write this we are proud to say we are in the process of incorporating our ranch and getting tax exempt status as a charity organization which will enable us to help many more starving and abused animals.

For you to fully grasp the impact of what you are considering doing to this historic town of Acton, its residents, and the numerous animals that rely on us, I feel, I must start at the beginning.

Neiman and I took a gamble and purchased this 5 acre land parcel towards the back of Red Rover Canyon in 2003. When I say "gamble" I do not mean that we did not do our homework, we researched the town, the people, the history, and the laws in place to keep the town as it was then and still is today, a rural, quiet, scenic, with mountain vista views,

Submission I203 (Michael and Neiman Fahnestock, August 29, 2014) - Continued

and clean air. This was the place we were looking for, where we could live and feel like we're on vacation every day, our dream spot. This land had no sewer, no water, and electric had to be run in from a few hundred feet away. We would have to build our house and all other structures and amenities from the raw dirt up. This was the gamble, it was proposing itself as a huge challenge to us, could we do it? This lifestyle was worth the gamble so we decided to go for it.

With our jobs being in Los Angeles we spent numerous hours and expense driving back and forth every day, (we still have our jobs in Los Angeles area but we have significantly cut back on the hours we work down there and Neiman and I now spend most of our time working from home and with the animals here at the ranch). I was acting as the lead contractor and for the next two years we jumped through all the hurdles and paperwork with LA County, Building and Safety, Environmental Health, and numerous other agencies to abide by every rule, amazingly we finally completed construction. We were now the proud owners of an environmentally friendly computerized septic system, clean and consistent water from a producing well, Fire resistive outside exterior home, Fire resistive landscaping with sprinkler system, Fire Hydrant attached to 1000's of gallons of stored water, Energy Efficient home features and much more. Yes we had worked hard doing much of the work ourselves and spent everything we had, but we had completed it, this was our life goal and it was worth it! Over the next few years we continued daily commutes to Los Angeles working extremely long hours and as funds would allow we slowly built the fences, corrals, barns, and are still improving the property. Our peace of paradise here in Acton is our motivation.

We started out small with a few goats and continued to grow. We started spending more time doing what we love here on the ranch and less time traveling to Los Angeles until eventually Neiman was able to almost completely do her job from home. Isn't it funny how you can do everything better when you are in an environment you really enjoy, this is one thing I have realized while living here in Acton. We have come to love the things about this rural historic town much more than we had ever imagined: the quiet, slow lifestyle, deep in western tradition, the clean fresh air, the darkness at night that allows every star to pop out of the sky, the miles and miles of beautiful, scenic mountain views directly from our property and from the seats of our saddles on the horses that so desperately need the attention and love from humans as we ride the endless trails, all of which interconnect seamlessly together leading up and continuing onto the famous Pacific Crest Trail.

All of this we have come to adore now seems to be threatened suddenly. Towns dedicated to staying rural such as Acton are very few in Los Angeles County and in this day in age should in no way be forced into urbanization or be destroyed intentionally. Due to its people, culture, nature, and history, Acton has resisted sweeping growth for hundreds of years and must be preserved as the historical town it has remained. I'm sure you have been inundated with numerous stories on how a high speed train through this historical town as proposed will be extremely devastating so I do not need to go down this path. As you may know, Acton was close at one time to being the Sacramento of today but was able to resist Governor Henry Gage's plans to move the capital from



Submission I203 (Michael and Neiman Fahnestock, August 29, 2014) - Continued

Sacramento to Acton. The Governor had owned and made millions of dollars out of the New York Mine, now known as the Governor Mine, named after him, and the Red Rover Mine. Between these two mines alone accounted for 3/4 of all the gold produced in all of Los Angeles County. These are only two of the numerous historical landmarks in Acton. All of this money generated out of only two of Acton's mines was largely spent in Sacramento on politics and in other places which helped keep Acton rural. It is only fair that Sacramento spend a little additional money if necessary to avoid this high speed train from splitting this historic town. This is a town that has given in huge quantities and received little in return, asking for nothing more than to be left alone. Anyone sitting in Sacramento knowing todays sophisticated technologies and advancements should be ashamed of even suggesting destroying this town by sending a high speed train directly through it, when this town has resisted and will continue to resist these urban developments. This is a town that has remained in its western roots since the beginning, we ride our horses to the local shops, every business has horse tie ups, all of what Acton has stood for over the past 100s of years does not now deserve to be threatened.

As recent Acton residents we assumed that this small town has already seen its worst development resistive challenges and with all the current legislation and organizations in place to protect these historical locations, nothing is farther from the fact that Acton will remain in its rural protected state forever. This train has no right to change the 100's of years of quiet, scenic, beauty, western way of life for people that are looking for this type of environment. When building our home we had to get approvals from various organizations on various stages of the construction. On adding a mother-in-laws quarters with a second small kitchen we would need approval from the Acton Town Council as this would create excessive modernization in our home, these are the rules that we follow and expect everyone to follow which keeps Acton in its current rural historic state.

I'm sure you can understand our deepest questions and concerns that come to mind when confronted with this idea of a high speed modern train cutting through our small quiet town of Acton at speeds up to 200 mph. At first thought seems ludicrous, but know I found out that this is serious. Has everything we have worked for here for so long been for nothing? Such a fast train speeding by up to 5 or 6 times per hour would produce a noise level that would be farther enhanced by bouncing and echoing off all 3 walls of Red Rover Canyon, one of which is directly behind us. This noise will be too much to bear for our horses and animals that are already fearful and scared from being in abusive and neglected situations. Can this noise be contained so our sensitive animals can have the peaceful, quiet, stress free environment they deserve? Will our animal boarding clients want to continue keeping their animals with us or will they get fearful of the noisy environment, lack of trails or access to trails, or concern for their safety and the safety of their animal while out on trails with sudden bursts of noise and vibrations as a train passes through, this would be enough to spook any animal? Will our scenic mountain views be blighted by the sight of an elevated train structure? We have heard that during construction, the blasting to tunnel through the canyon could create severe vibrations and earth movement that could collapse water wells or do other damage; will our well water continue to produce plenty of clean fresh water for all our needs and the needs of the animals? Will our animals get spooked by the vibrations? Will the clear night sky still be



Submission I203 (Michael and Neiman Fahnestock, August 29, 2014) - Continued

visible through any lighting that may be installed along the train route? If there were a major earthquake or other natural disaster, how would we escape if the elevated train structure collapsed onto Red Rover Mine Rd. blocking the only access and exit for all us residences and animals in Red Rover Canyon? How many horse riding trails will be destroyed? Will we need to cross the tracks of a high speed train to access certain portions of our trail riding system? As a professional photographer I wonder how will my photographic backdrops change? Will they still be as scenic as they are today? I fear all of my serious questions and concerns do not have positive answers.

I would like to think that this is all a joke or some sort of prank played on the small little town of Acton, that no one in their right mind would consider running a high speed train directly through the middle of such a historical, polite, honest, town when there are plenty of other options. There is plenty of forest land surrounding Acton to run a train, yes, here too would harm the environment, and the animals, but by running the train through this town of Acton you are harming not only the environment, but the people, their lively hoods, the historical qualities and rural way of life, and the numerous animals that depend on these people for survival. Why displace thousands of people and their animals that will go off farther into the hills and forests and try to build another rural community neighborhood environment for themselves and do more damage to the environment than any train tracks through the forest could, by going through a city like Acton you are affecting many more lives. Anyone involved in this decision making process needs to spend a few weeks living in Acton to understand the impacts a high speed train would have. I open my doors and beg of you to please spend at least a few days at our ranch to experience this outdoors, western lifestyle for yourself before committing to any more thought of a high speed train devastating this community.

Unfortunately very few people in their lifetime will ever get to experience this lifestyle we live every day. We politely insist that you please not take it away!

With Great Concern,

Michael and Neiman Fahnestock



Submission I204 (Fred Falk-Santoro, August 25, 2014)

Palmdale - Burbank - RECORD #662 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/25/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Fred Last Name: Falk-Santoro

Professional Title:

Business/Organization: Address:

Apt./Suite No.: City:

CA State: Zip Code: 00000 Telephone: 818-388-8461

Email: ranchorr@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: To Whom It Concerns:

Please note, as a Resident of 20 years in Canyon Country in the City of Santa Clarita, I am writing regarding the alignments that are currently being considered for the High Speed Rail:

The proposed alignment, DIRECT FROM BURBANK TO PALMDALE, BYPASSING THE SANTA CLARITA VALLEY ALL TOGETHER, would be the

BYPASSING THE SANTA CLARITA VALLEY ALL TOGETHER, would be the only one that would ease the potential hazardous environmental Impact that above ground alignment would create in addition to the NEGATIVE impact on our Schools and Children's well being.

I OPPOSE the ABOVE GROUND ALIGNMENT and the TUNNEL EXTENSION ALIGNMENT based upon the following:-•Too close to schools, endangering the children and having a negative impact on the learning in the classrooms.•Eliminates housing, a Community Church and has a negative impact on our neighborhoods.•The Noise and Visual Impact on our communities throught the East end of Santa Clarita, would be devastinglled.

communities, throught the East end of Santa Clarita, would be devasting!!•A Negative impact on our property values, which we have all worked so hard for and which would be especially devasting to those of us who are now in our retirement years. Your consideration to foregoing comments is appreciated.

Sincerely, Freda Falk-Santoro Cell: 818-388-8461

'SAVE OUR WILD HORSES" IT IS OUR CHILDREN'S HERITAGE

Freda (Aka "Fred") Falk-Santoro

Cell: 818-388-8461

'SAVE OUR WILD HORSES" "IT\S OUR CHILDREN\S HERITAGE"

EIR/EIS Comment: Yes

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission I204 (Fred Falk-Santoro, August 25, 2014) - Continued

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1205 (Kat Fandino, August 26, 2014)

Palmdale - Burbank - RECORD #631 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date : 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name : Kat Last Name: Fandino

Professional Title: Business/Organization:

Address: 31255 Aliso Canyon Road

Apt./Suite No.:

City: Palmdale State: CA Zip Code: 93550

Telephone:

Email: tranquilo@hughes.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

Name: Kathleen Fandino

Date 8/25/14

Meeting location: Acton/ Agua Dulce Library

Affiliation: Resident of Acton area

Address: 31255 Aliso Canyon Road, Palmdale, Ca 93550 email:

Tranquilo@hughes.net

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?" (Check ill thai

apply) STATEWIDE yes PALMDALE TO BURBANK yes

'NOTE: This does noc substitute for formal request to receive

<a href="http://lcg.il log.il notices.
f~\ BURBANK TO LOS ANGELES yes

Submission I205 (Kat Fandino, August 26, 2014) - Continued

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

EIR/EIS should address Wildlife Connectivity in Angeles Forest proposed route.

EIR/EIS analysis of site specific impacts and allow for maintenance of wildlife movement through the landscape and surrounding habitat reserves and other natural areas.

EIR/EIS analysis of threatened, endangered, proposed candidate and sensitive species in HSR routes.

EIR/EIS analysis of fire risk in Angeles National Forest and surrounding communities associated with construction, use and maintenance of HSR. Residents must have more than one escape route in case of wildfire.

EIR/EIS analysis of Clean Air Act in Angeles National Forest and effects of HSR on Angeles Forest vegetation, the long-term, cumulative and indirect effects to air quality.

EIR/EIS analysis to consider visual impact for Acton, Agua Dulce and Angeles

Forest residents who have scenic views from their homes and travel corridors. Also study noise and vibration impact for all residents.

EIR/EIS analysis of noise and startle effects on Angeles Forest wildlife, particularly riparian birds, and the noise effect on wildlife movement and connectivity. Proposed routes travel through mountainous terrain, valleys and canyons. This terrain must be taken into consideration as noise bounces off canyon walls and travels throughout the area.

EIR/EIS analysis of potential impact on waters and wells of homes and water delivery businesses surrounding proposed routes sites.

EIR/EIS analysis of how the Angeles Forest Alternative will be consistent with the goals and objectives of the Santa Clara River Upper Watershed Protection Plan.

EIR/EIS analysis of the impact on the Pacific Coast Trail and consider passage corridor designs and mitigations that respond to the impacts.

EIR/EIS should identify where proposed stations, parking lots and additional required infrastructure will be located and the impacts from station development.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Angeles National Forest has many Native American sites of historical importance. There is an active archeological excavation that is on the property surrounding Aliso Creek in Arrastre Canyon in Acton within the newly proposed Angeles Forest Route. Please consult with Dr. Joseph S. (Noble) Eisenlauer - Professor of Archaeology at Pierce College, 6201 Winnetka Ave. Woodland Hills, California 91371 Phone: 818-710-4100.

Submission I205 (Kat Fandino, August 26, 2014) - Continued

Soledad Canyon and Aliso Canyon in Acton contain many historical sites. Please consult with the Acton Historical Society. HSR development in these areas should analyze impacts from large amounts of ground disturbance in heritage ?rich areas.

Tunnel boring equipment used for HSR through Agua Dulce, Acton and the Angeles National Forest could disrupt the flow of water to residents? wells nearby and miles away from HSR lines because of the unique geology of the area. During this time of record drought, well failure adds economic hardship to residents who must then buy water to survive and dry wells devalue their property. Several water delivery businesses like Lunde Water in Acton depend on a well to stay in business. How will HSR compensate water

delivery companies if they are forced out of business? Susan MacAdams, the former High Speed Rail Planning Manager at Metro, said the tunneling proposal would cost 10 times as much as the surface route and that tunneling would be problematic because large, boring equipment must clear a path beneath the 5 Freeway and major flood control channels. ?Like all other ancient river basins throughout Los Angeles County, there is a mixed face of debris: large boulders, soft sand and occasional deposits of tar and oil. Not good for tunnel boring machines. Not recommended,? MacAdams wrote in a

letter to the Federal Railroad Administration.

The Wilderness Act of 1964 established a National Wilderness Preservation System intended to preserve the unique wild and scenic areas of America's public lands. The Act defined "Wilderness" as - "an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain." HSR through Angeles National Forest flies in the face of the Wilderness Act.

I would also ask that HSR work closely with hydrologists and geologists not tied economically to the project to ensure fair assessments. Acton and Agua Dulce have all types of producing and non-producing wells due to serpentine rock. Many earthquake fault lines run through all three proposed routes. The San Andreas Fault, San Gabriel Fault and the Transmission Line Fault, just to name three, run through the proposed Angeles Forest route.

ADDITIONAL COMMENTS:

By the time HSR is funded and constructed, it will be an archaic mode of transportation. I?m bewildered why California was chosen to be the first state to build a HSR system. The state is geologically challenged, plagued with drought, fires and has no money. I think when naïve California people voted for HSR years ago, it was with the Disneyland monorail in mind? a train that would glide silent and beautiful down the center of existing freeways and highways with no devastating effects on people and their homes.

wildlife and the environment. If High Speed Rail goes through the communities of Acton and Agua Dulce, it will ruin our rural lifestyle, schools and property values. If it goes through the Angeles National Forest, it will devastate it. Angeles National Forest will suffer greatly from the untold and numerous negative effects of High Speed Rail whether built above or below ground. California High Speed Rail is not right for our state. Take it to the east coast and build from New York City to Washington D.C. That

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission I205 (Kat Fandino, August 26, 2014) - Continued

makes more sense.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter :

Submission 1206 (Carlos Fandino, August 28, 2014)

Palmdale - Burbank - RECORD #570 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Carlos Last Name: Fandino

Professional Title:

Business/Organization:

Address: 31255 Aliso Cyn Rd.

Apt./Suite No.:

City: Palmdale State: CA Zip Code: 93550

Telephone:

Email: carlos.fandino@gavina.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL

DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

EIR/EIS should address Wildlife Connectivity in Angeles Forest proposed

EIR/EIS analysis of site specific impacts and allow for maintenance of wildlife movement through the landscape and surrounding habitat reserves and other

EIR/EIS analysis of threatened, endangered, proposed candidate and

sensitive species in HSR routes.
EIR/EIS analysis of fire risk in Angeles National Forest and surrounding communities associated with construction, use and maintenance of HSR. Residents must have more than one escape route in case of wildfire. EIR/EIS analysis of Clean Air Act in Angeles National Forest and effects of HSR on Angeles Forest vegetation, the long-term, cumulative and indirect effects to air quality.

EIR/EIS analysis to consider visual impact for Acton, Agua Dulce and Angeles Forest residents who have scenic views from their homes and travel

corridors. Also study noise and vibration impact for all residents. EIR/EIS analysis of noise and startle effects on Angeles Forest wildlife, particularly riparian birds, and the noise effect on wildlife movement and connectivity. Proposed routes travel through mountainous terrain, valleys and canyons. This terrain must be taken into consideration as noise bounces off canyon walls and travels throughout the area.

EIR/EIS analysis of potential impact on waters and wells of homes and water

delivery businesses surrounding proposed routes sites.

EIR/EIS analysis of how the Angeles Forest Alternative will be consistent with the goals and objectives of the Santa Clara River Upper Watershed

Protection Plan.

EIR/EIS analysis of the impact on the Pacific Coast Trail and consider passage corridor designs and mitigations that respond to the impacts. EIR/EIS should identify where proposed stations, parking lots and additional required infrastructure will be located and the impacts from station

development.

Submission 1206 (Carlos Fandino, August 28, 2014) - Continued

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Angeles National Forest has many Native American sites of historical importance. There is an active archeological excavation that is on the property surrounding Aliso Creek in Arrastre Canyon in Acton within the newly proposed Angeles Forest Route. Please consult with Dr. Joseph S. (Noble) Eisenlauer - Professor of Archaeology at Pierce College, 6201 Winnetka Ave. Woodland Hills, California 91371 Phone: 818-710-4100.

Soledad Canyon and Aliso Canyon in Acton contain many historical sites. Please consult with the Acton Historical Society. HSR development in these areas should analyze impacts from large amounts of ground disturbance in heritage -rich areas.

Tunnel boring equipment used for HSR through Agua Dulce, Acton and the Angeles National Forest could disrupt the flow of water to residents' wells nearby and miles away from HSR lines because of the unique geology of the area. During this time of record drought, well failure adds economic hardship to residents who must then buy water to survive and dry wells devalue their property. Several water delivery businesses like Lunde Water in Acton depend on a well to stay in business. How will HSR compensate water delivery companies if they are forced out of business? Susan MacAdams, the former High Speed Rail Planning Manager at Metro, said the tunneling proposal would cost 10 times as much as the surface route and that tunneling would be problematic because large, boring equipment must clear a path beneath the 5 Freeway and major flood control channels. "Like all other ancient river basins throughout Los Angeles County, there is a mixed face of debris: large boulders, soft sand and occasional deposits of tar and oil. Not good for tunnel boring machines. Not recommended," MacAdams wrote in a letter to the Federal Railroad Administration.

The Wilderness Act of 1964 established a National Wilderness Preservation System intended to preserve the unique wild and scenic areas of America's public lands. The Act defined "Wilderness" as - "an area where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain." HSR through Angeles National Forest flies in the face of the Wilderness Act.

I would also ask that HSR work closely with hydrologists and geologists not tied economically to the project to ensure fair assessments. Acton and Agua Dulce have all types of producing and non-producing wells due to serpentine rock. Many earthquake fault lines run through all three proposed routes. The San Andreas Fault, San Gabriel Fault and the Transmission Line Fault, just to name three, run through the proposed Angeles Forest route.

ADDITIONAL COMMENTS:

By the time HSR is funded and constructed, it will be an archaic mode of transportation. I'm bewildered why California was chosen to be the first state to build a HSR system. The state is geologically challenged, plagued with drought, fires and has no money. I think when naïve California people voted for HSR years ago, it was with the Disneyland monorail in mind - a train that would glide silent and beautiful down the center of existing freeways and highways with no devastating effects on people and their homes, wildlife and the environment. If High Speed Rail goes through the communities of Acton and Agua Dulce, it will ruin our rural lifestyle, schools and property values. If it goes through the Angeles National Forest, it will devastate it. Angeles National Forest will suffer greatly from the untold and numerous negative effects of High Speed Rail whether built above or below ground. California High Speed Rail is not right for our state. Take it to the east coast and build from New York City to Washington D.C. That makes more sense.

Carlos R. Fandino 31255 Aliso Cyn Rd. Palmdale, CA 93550

U.S. Department

of Transportation Federal Railroad Administration

Submission I206 (Carlos Fandino, August 28, 2014) - Continued

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EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

U.S. Department

of Transportation Federal Railroad

Submission I207 (John and Debby Farrar, August 21, 2014)

Palmdale - Burbank - RECORD #213 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: Nο Submission Date: 8/21/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: John Last Name: Farrar

Professional Title: **Business/Organization:**

Address: 32935 Poppy Lane

Apt./Suite No.:

City: Acton State: CA Zip Code: 93510

Telephone:

Email: jefarrar@yahoo.com Cell Phone: (661) 212-2559

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services, High Speed Rail

Dear Mr. McLoughlin,

I have attended a couple of the community meetings regarding the proposed routes for the High Speed Rail. One, in particular, held at the Acton Community Center, Regional Director Michelle Boehm spoke and provided considerable detail of the several proposals.

My wife and I have been property owners and have lived in Acton for nearly 25 years. We love our little town!

I am deeply concerned about two of the High Speed Rail proposed routes because of the tremendous negative effects either of them would have on this rural community and its residents, not to mention the negative pressure on property values.

The only viable route, in my opinion (which seems to be shared by a vast majority of the people I know here) would be the one proposed by Supervisor Antonovich which goes down through Soledad Canyon. This route does is also the most direct and shortest from Palmdale to Burbank. Further, using this route will avoid disrupting literally hundreds of existing homes.

Thank you for your consideration of this very critical issue.

John and Debby Farrar 32935 Poppy Lane Acton, CA 93510

(661) 212-2559 - cell phone.

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Support of Alternative Corridor

Submission I208 (John Farrar, September 16, 2014)

Palmdale - Burbank - RECORD #926 DETAIL

Status: Pending Record Date: 9/16/2014 Response Requested: No Submission Date : 9/16/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Website First Name: John Last Name: Farrar

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Acton State: CA Zip Code: 93510 Telephone: 661-212-2559 Email: jefarrar@yahoo.com

Cell Phone:

Email Subscription: All Sections Add to Mailing List:

Stakeholder Comments/Issues: Preferred alternative route for the Palmdale to Burbank segment of the line

must be the most direct route through Soledad Canyon, thus avoiding the massive disruptions in populated areas of Acton and Agua Dulce. This alternative route is the one suggested by L.A. County Supervisor Mike Antonovich and is much preferred by the residents of Acton. Putting the High Speed Rail through Acton and Agua Dulce will destroy the rural atmosphere and severely damage the quality of life in the area; not to mention the tremendous negative effect on property values.

EIR/EIS Comment:

Need PI response : Yes- Standard Response General Viewpoint on Project: Prefer Alternative Corridor

Form Letter:

Submission I209 (Jan and Reg Fear, August 29, 2014)

Palmdale - Burbank - RECORD #522 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Jan Last Name: Fear

Professional Title: **Business/Organization:**

Address: 27505 Trail Ridge Road

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387

Telephone:

Email: regjan@socal.rr.com

Cell Phone: **Email Subscription:**

Add to Mailing List:

Stakeholder Comments/Issues: My husband and I have lived in beautiful Sand Canyon for nearly 15 years. It

has been a peaceful place to enjoy nature, family and fun. We are quite distressed by the prospect of having this high speed train come into our neighborhood and create noise, be visually ugly and generally disturb the tranquility of the area. Schools, churches, houses and residents would all be negatively impacted if the train is permitted to traverse our community. People in the Sand Canyon area take pride in their homes, yards, streets, barns, fences and animals. The train would not be consistent with those values and would simply be a blight. We urge you to use your influence to bypass the Santa Clarita Valley all together, and make a direct alignment from Burbank to Palmdale. The tunneling option through SCV is certainly less desirable and we hope it will not be considered at all.

We are concerned for the good of all our community - we hope you will be

Jan and Reg Fear 27505 Trail Ridge Road Canyon Country, Ca. 91387

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter:

Submission I210 (Steve Feeback, August 25, 2014)

Palmdele to Burbank Please see inclosed diagram for my proposed route · Palmdale Station has SW-NET orientation of track
· Tunnel completely around acton, then
· above ground by free way by view of Vazquez Rocks
· Skirts last edge of Sand Canyon homes

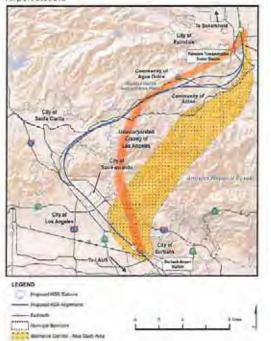
using smaller shorter tunnels Thank you, Stive Feeback 37656 29th St E. Palmdale, CA 93550



Submission I210 (Steve Feeback, August 25, 2014)

PALMDALE TO BURBANK PROJECT SECTION The Palmdale to Burbank Project Section will travel from the Palmdale Transportation Center southward to the Burbank

Airport Station.



BURBANK TO LOS ANGELES PROJECT SECTION

The Burbank to Los Angeles Project Section will travel from the Burbank Airport Station following the existing Metrolink corridor to Los Angeles Union Station in Downtown Los Angeles.



ENVIRONMENTAL PROCESS & SCOPING MEETINGS

The Authority and the Federal Bailroad Administration (FRA) have issued a Notice of Preparation (NOP) and Notice of Intent (NOI) for the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for each project section.

For important additional information contained in the NOP and NOI, please visit:

Palmdale to Burbank: hsr.co.gov/Programs/Statewide Rail Modernization/project sections/palmtiale burbank.html
Burbank to Los Angeles: hsr.ca.gov/Programs/Statewide Rail Modernization/project sections/burbank losangeles.html

As part of the environmental process, the Authority is holding public scoping meetings to receive comments.

All comments will be considered in the preparation of the environmental documents and become part of the record.

SUBMIT COMMENTS

Public scoping comments will be accepted until August 31, 2014. Submit comments via:

Mail: Mark A. McLoughlin, Director of Environmental Services ATTN: (Specify which Project Section) California High-Speed Rail Authority Southern California Regional Office 700 N Alameda, Room 3-532 Los Angeles, CA 90012

Electronic:

Place name of Project Section in subject line:
Palmdale to Burbank: palmdale_burbank@hsr.cu.gov
Burbank to Los Angeles: burbank_los.ongeles@hsr.ca.gov

Phone: (800) 630-1039



facebook.com/ CaliforniaHighSpeedRail



twitter.com/cahsra



youtube.com/user/ CAHighSpeedRall

www.hsr.ca.gov | (800) 630-1039

Submission I210 (Steve Feeback, August 25, 2014)





Submission I211 (Annie Chang- & Stephen Ferguson, September 12, 2014)

Palmdale - Burbank - RECORD #805 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No 9/12/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Annie Chang- & Stephen

Last Name: Ferguson

Professional Title:

Business/Organization:

Address: 10072 McBroom Street

Apt./Suite No.:

City: Sunland State: CA Zip Code: 91040

Telephone:

Email: stall4rent@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

My husband and I would like to oppose the vague and non-specific Alternative Corridor - New Study Area that is being looked at for the High Speed Rail section that will be going from Palmdale to Burbank. We are worried that it will go through our neighborhood of Shadow Hills and destroy our lovely equestrian residential area that unlike the rest of Los Angeles, has a very country feel to it. We feel that it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of

Shadow Hills is in the eye of the storm for the HSR alternative line and we are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. The rail lines really need to go through commercial and industrial areas, not residential or sensitive environmental areas like our neighborhood. The Hansen Dam area is near us as well, so they maybe a myriad of environmental obstacles that could raise costs and would make the HŚR infeasible through this area anyway.

Thank you for considering our opposition.

Sincerely, Annie Chang-Ferguson and Stephen Ferguson 10072 McBroom Street Sunland, CA 91040

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Form Letter:

Submission I212 (Jane Fernandez, August 12, 2014)

CALIFORNIA High	-Speed Rai	l Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Jane M. Fernandez			DATE: 8/12/2014
MEETING LOCATION: Acton Library		AFFILIATION:	Resident
ADDRESS: 5460 Clanfield St	EMAIL:	EMAIL: jane.fernandez@level3.com PHONE: 661-	
city: Acton	STATE:	TATE: CA ZIP: 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILIN *NOTE: This does not substitute for formal request to receive		ply) STATEWID	E X PALMDALE TO BURBANK BURBANK TO LOS ANGELES
	t will the High-Speed Ra		stainability of our wells? What type of evidence is compromised? If I am forced to connect up to
WHAT OTHER ISSUES WOULD YOU LIKE THE PRO-	ests? From what I have		DDRESS?
We have a very peaceful community here that raising of large animals. We all moved here to everything this community was designed to is giving this community? Let me answer for Valley to destroy the Acton community.	to get away from city life represent. The train d	e, trains and planes. You loesn't even stop here, no	t that we want it to, so exactly what benefit
PLEASE SUBMIT YOUR SCOPING CO YOU MAY ALSO	OMMENT FORM AT THE SUBMIT IT VIA EMAIL 1	O: palmdale_burbank@	THIS PRE-ADDRESSED FORM.

Submission I213 (Melanie Ferrell, August 27, 2014)

Palmdale - Burbank - RECORD #276 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Melanie Last Name: Ferrell

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: smile.ferrell@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Jeff Morales

Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800

Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings.

The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less communityintrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Melanie Ferrell

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Opposition to SR 14

Submission I214 (Robert Fick, August 28, 2014)

Palmdale - Burbank - RECORD #327 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: No Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Robert Last Name: Fick

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Valencia State: CA Zip Code: 91355 Telephone: 6612553743 Email: rmf55@att.net

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: I'm writing in opposition to the proposed High-Speed Rail route along the 14
Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the

real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those

communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to SR 14, In Support of Alternative Corridor

Submission I215 (Joe Figueroa, August 11, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME JOE FIGNEROA	DATE: 8/11/14
MEETING LOCATION: ACTON AFFILIATION: R	ISIDENT
ADDRESS: 29000 BOOTLEGENER MAILS -	PHONE: 661-400/006
STATE CAL	210: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST!* (Charicallular apply) *NOTE: This does not noture for formal request an reserve legal notices.	E PALMDALE TO BURBANK BUABANK TO LOS ANGELES
egative effects on the Significant Ecological Area arrounds and is in the Ravenna-Bootleger (yn Rol in all the wildlife animals including the threatened of this SEA area as well as the regative effective of the Area (Negative effects of tunneling on the hydrology of the a with obline lister softward the hydrology of the a with obline lister softward the highest with obline lister of tunneling and vibration on the there fault lines that run thrust he over Negative laring construction and operation of the rail laring construction and what impact would this have?	ect on the wetlands effects on the large number e have neg - Bothoger Confidence e have neg - Bothoger Confidence e have neg - Bothoger Confidence en including the pertinect foledard fault Line as were effects of from dust line en residents for the rail line came
MODIFICHAL COMMENTS. The High Speed Rail should run ent	arthania I we intilled
he Angeles National Forest between Politicale and be located at least 2 miles south of the southween the Ravenna-Bootlegger Cyn. Red area and the buffer zone of at least 2 miles into the Naudaries of the Ravenna-Bootlegger Cyn Rd, area syntire impacts of some of the listed conce	thonal Ferest from all the hould minimize the

Submission 1216 (Elke Fischer, September 11, 2014)

Palmdale - Burbank - RECORD #843 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/11/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Elke Last Name: Fischer

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Shadow Hills

State: CA **Zip Code**: 00000

Telephone:

Email: Efischer001@ca.rr.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Re: High Speed Rail

Dear Friends,

Having a Bus Line and it did not work, why because most of the time or even

Almost every day, the Buses have only 5 or even 10 people who use it

And it has not change to that day.

Then you came up with the idea of an Metro Line, well what can we tell as you know

Yourself it did not work very well we never see it filled up with people, only a few.

Now you come up with an HIGH SPEED RAIL, why?

We have only 65 mph and not 150 mph like in Europe.

So does it mean for your Mr. McLoughlin that we all can then use with our Automobile

An extended speed from 65mph to 150mph?

California has so many problems with their streets and now with the water, why not

Dig a Water Line from Oregon to us because Oregon has I belief in a year $200\,$ days

Submission I216 (Elke Fischer, September 11, 2014) - Continued

Or even more Of rain wasting into the ground.

Why is it that we never ever learn and make it better

Thank you

Mr. & Mrs. Fischer Shadow Hills

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Oppose CAHSR Project

Form Letter : EIR/EIS Sections :

List of Environmental Issues : Non-Environmental Issues :

Submission I217 (Ken Fisher, August 28, 2014)

Palmdale - Burbank - RECORD #335 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Ken Last Name: Fisher

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: fisherfour@socal.rr.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014 Jeff Morales Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do

that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely. Ken Fisher

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer SR 14

Form Letter:

Submission 1218 (Nancy Fisher, August 28, 2014)

Palmdale - Burbank - RECORD #336 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Nancy Last Name: Fisher

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: fisherfour@socal.rr.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014 Jeff Morales Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do

that, a more meaningful and promising debate could begin in those

communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely, Nancy Fisher

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer SR 14

Form Letter:

Submission 1219 (Mark Fitzsimmons, August 28, 2014)

August 28, 2014

Mr. Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/Ets
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Re: Scoping Comment Card

Dear Mr. McLoughlin,

This letter is to express my concerns and objection over the High-Speed Rail project specifically as it relates to the city of Acton, CA. My wife and I live in Star Point Ranch in Acton in a very peaceful neighborhood overlooking the Angeles National Forest. We moved here five years ago to get away from the noise and pollution of urban living and enjoy the tranquility of our land animals. On a typically day, the only noise we hear is the wind and the occasional dog barking.

I am very concerned about the plans to build the high-speed rail through the city of Acton, specifically the SR 14 Hybrid route, which would tunnel directly under our neighborhood. The impact of this train could be devastating to our family and surrounding neighbors. My greatest concern is how this will impact our quality of life and in-turn our real estate values. I also believe it could be very dangerous to the health and welfare of the community and passengers of the train.

The reason for my concern is that the soil in our neighborhood is very "Hot". When it comes into contact with heat (i.e. hot water), it sets off a chemical reaction which eats through metal. This hot soil has forced many residents (including myself) to replace the hot water pipes running under their homes after their copper pipes burst (see enclosure). I can only imagine what this would do to people's health, riding on a 200 mph train through soil that eats through metal when hot. Therefore a train using this route could be very dangerous for residents and riders of the train. Once word gets out about this danger, I doubt that anyone will want to ride the train if it uses the SR14 Hybrid route, given this health hazards. Therefore, I would not recommend this route.

Additional Concerns:

Permanent visual changes will result from introduction of the High-Speed Rail through Acton. The landscape is scenic and rural. The High-Speed Rail with its overhead viaduots and tunnel entrances and exits will dominate the landscape and detract from the existing open spaces and mountain views. Lighting will interfere with the valued dark sky enjoyed by residents. Negative effects on farm, orchards, and ranches, including historical Blum Ranch are inevitable. What is being done to reduce the impacts of these changes to our community?

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of the High-Speed Rail will generate large volumes of dust. Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic element, such as certain heavy metals. Have these concerns been adequately tested?



Submission 1219 (Mark Fitzsimmons, August 28, 2014) - Continued

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatique, headaches and anxiety with a possible association with childhood leukemia. What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions, Police and Fire transmissions? WIFI?

Acton is home to several active earthquake faults. The State of California has identified the Acton areas as an official seismic hazard zone. Acton topography includes many canyons and valleys, which could be altered in such a way that increases the impact of a future earthquake. How will the Authority ensure public safety and guard against the ramifications of digging tunnels through the hills of Acton.

Construction of the High-Speed Rail through Acton, carries with it a high risk of negative impacts on Acton's water supply There is the potential for release of hazardous material or waste during construction operations, which would contaminate ground water. The demand for water during construction of the High-Speed Rail has a high potential for lowering the aquifer that supplies Acton. What steps are being taken to compensate for this? Will other water sources be available?

In regard to one of the possible alignments that crosses the entrance to Red Rover Mine Road (SR14 Hybrid), a significant safety concern exists. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, slope failure or the like. What steps are being taken to account for these safety concerns?

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. Human induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. The Authority EIR review process does not study the impact of noise on wildlife or animals. The potential for vibration damage to structures during construction of the High-Speed Rail is significant. Vibration impacts will continue with the operation of the High-Speed Rail. What is being done to protect those impacted? Will there be compensation for those impacted by the noise and vibration of the Rail?

Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earth quake or other disaster? How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How will it ensure public safety when drilling or boring into methane gas deposits? How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

Construction of the High-Speed Rail will not create any direct benefit to Acton; the negative impacts of the project are disproportionate to any benefit and they are harmful to the rural community. This urban structure intrudes on Acton Community Standards for land development. The High-Speed Rail will have significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and Acton's rural environment.

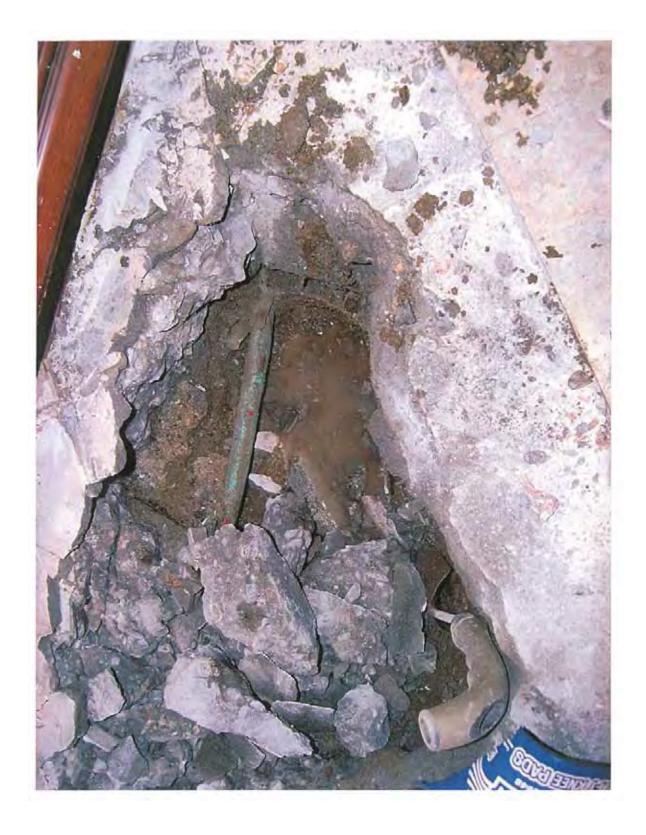
If the High-Speed Rail needs to intrude upon Acton, my hope is that it will be close to the existing Metro Rail tracks and away from the populated areas of the city. The residents close to the Angeles National Forest have already grown accustom to the sound of a noisy train and this would be the least intrusive route to Acton residents. I appreciate your time and consideration in this matter.

Sincerely,

Mark and Janine Fitzsimmore, 34421 Katrina Street, Acton, CA 93510



Submission I219 (Mark Fitzsimmons, August 28, 2014) - Continued





Submission I220 (Jane Fleck, August 21, 2014)

16659 SOLEDAD CHUXAN #382 RE: HIGH SPEED RAIL CANYON COUNTRY CA Aug 21 2014 9887 EIR/SCOPING DEAR MR Mc LOUGHLIN -MY INTEREST IN AIGH SPEED RAIL
IMPACTS IS TWO-FOLD DIT IS ABSURD TO ROUTE THE LINE THROUGH THE SANTA CLARITA VALLEY IF THERE IS NOT GOING TO BE A STOP THERE. A DIRECT ALIGNMENT FROM BURBANK TO PALMBALE MAKES A LOT MORE SENSE. 2) IF THE OVERWHELMING POLITICAL PRESSURE FORCES ROUTING THRU THE SHOTA CLARITA VALLEY, THE TUNNEL EXTENSION ALIGNMENT WILL KEEP THE SCY IMPACT LOWER, IT WILL REDUCE SOUND, VISUAL, AND PUBLIC SAFETY IMPACTS CONSIDERABLY. 50 , SUPPORT: DIRECT POPUBLIK -> PALMOTHE POUTE IF THAT IS NOT POSSIBLE, THEN I DIPOSE THE ADONE GROUND ALIGNMENT + SUPPOPET @ THE THINEL EXTENSION WHEN WENT Thanks FOR Reeding Jane Fleck



Submission I220 (Jane Fleck, August 21, 2014)





Submission I221 (Mark Fleming, August 18, 2014)

Palmdale - Burbank - RECORD #121 DETAIL

Status: Pending Record Date : 8/18/2014 Response Requested: No Submission Date : 8/18/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Mark Last Name : Fleming

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: mflemi@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

The new alternate corridor goes through pristine sections of the Angeles National Forest and national scenic areas. Please explain why the alternate has been added. Also, is the majority of this section anticipated to be at grade, above grade, or via tunnel?

Thank you, Mark Fleming mflemi@earthlink.net

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Submission 1222 (Robert Footlik, August 8, 2014)

Palmdale - Burbank - RECORD #149 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: Nο Submission Date: 8/8/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Robert Last Name: Footlik

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

 State :
 CA

 Zip Code :
 000000

Telephone: (310) 423-5336

Email: rfootlik@socal.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: ATTENTION: Mark A. McLoughlin, Director of Environmental Services

Dear Mr. McLoughlin:

I have been following California High Speed Rail discussions for more than 10 years now have previously provided input to no avail. This is because the great political machine that runs this state tends to ignore the people and listen only to special interest money.

Accordingly, the Honorable Michael D. Antonovich is part of the great political machine. He has had a history of being anti-rail and a history of serving only the interests of his constituents in the Antelope Valley. He is supposed to represent the people of the Santa Clarita Valley, as well, but is completely derelict in his duty to represent the interests of people of the Santa Clarita Valley.

More specifically, Mr. Antonovich wants to re-align the high-speed rail line through the San Gabriel Mountains by building a tunnel through the mountains. His rationale to save money by avoiding the Santa Clarita Valley is ridiculous and totally irresponsible. If Mr. Antonovich really wanted to save money, he would have supported the California High-Speed Rail Authority's option to route the train south of Bakersfield along California Hwy 99 and Interstate 5, over the Tejon Pass to a proposed station in the Santa Clarita Valley. That is the shortest, most expedient , and least expensive alignment. Instead, when his constituents in the Antelope Valley complained bitterly (actually pouted) about the possibility that the train

Submission 1222 (Robert Footlik, August 8, 2014) - Continued

might not serve them directly, Mr. Antonivich lobbied for the much longer and MUCH more expensive route east from Bakersfield along California Hwy 58

toward Mojave, before turning south along California Hwy 14 to Lancaster and

Palmdale. Now he wants everyone to believe that he is interested in saving money? What he is demanding is for the train to be routed through the desert and then tunnel it through the mountains to the south instead of routing it through the much more densely populated Santa Clarita Valley. Sadly, like a spoiled child, he usually gets his way. And rarely, if ever, does he serve the best interests of the people of Los Angeles County.

If the High-Speed Rail Authority continues to do the bidding of politicians who represent special interests rather than serve the people, this project is likely to suffer economic failure for lack of ridership, and the gridlock on roadways in Southern California will continue for decades to come. While you may only be responsible for the Palmdale to Burbank Section of the project, please know that there are many other people who believe as I that the only way for this endeavor to be successful is for it to connect major transportation hubs in Southern California, such as international and regional airports, and there is no proposed alignment currently to do that. For example, if the alignment routes the train to Palmdale, the station should be located at Palmdale Airport, and the train should then be routed to Los Angeles International Airport in order to connect the two airports (about 15 years ago, there was a proposed DOT/CalTrans project to do just that, but it was abandoned). From LAX, the train should continue south to John Wayne Airport and then San Diego International. But, the airport shuttles, taxis and parking garage lobbies will never permit that to happen, for reasons of pure greed.

Therefore, the only way I would ever agree to align the high-speed train through a tunnel under the San Gabriel Mountains to Burbank is if Palmdale Airport served as a transfer station to a second alignment through the Santa Clarita Valley and then to Los Angeles International Airport. But, if the limitation of your responsibilities is aligning the train to Burbank, then it should be routed to a station stop in Santa Clarita and from there to Bob Hope Airport in Burbank. That is the very least the High-Speed Rail Authority can do in order to serve the people of the Santa Clarita Valley.

Thank you for your consideration.

Robert Footlik

(310) 423-5336

Submission I222 (Robert Footlik, August 8, 2014) - Continued

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission I223 (Harry Foster, August 26, 2014)

8/26/14 To Mark McLoughlin, Mr. McLoughlin, I'm writing to protest the alternative Corridor route through the angeles National Forest from Burbank to Palmoble. The houte would descript an important holitat for many endangered species of animals and plants. The route would interfere with water resources and natural springs The negative impact on the wildlife the regions would be terrible. He area that this route would disrupt also has residented communities which would be traumatized by the noise vibration and degradation of the natural Please help us protect the area and stop the alternative Corridor ponte. Thank you, Harry Joster are #30 montros CH 91020



Submission I223 (Harry Foster, August 26, 2014)





Submission I224 (Martin Fox, August 24, 2014)

Palmdale - Burbank - RECORD #232 DETAIL

Status: Pending Record Date: 8/24/2014 Response Requested: Nο Submission Date: 8/24/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Martin Last Name: Fox

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Canyon Country

State: Zip Code: 00000

Telephone:

Email: mfox@bleaufox.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. McLaughlin:
My family and I live in Sand Canyon (Canyon Country). Our sons were raised here and both attended Sulphur Springs Elementary School (one of the oldest Schools in California). Our home is less than a mile from the proposed route of above-referenced section of the proposed train.

First, it would seem ludicrous to propose a train route that will irreversibly disrupt an entire community (schools, homes, churches etc.) and then, to add insult to injury, deny that very same community an access point to utilize the project. This is especially true when the Angeles National Forest Route is shorter, faster and will not disrupt homes, schools and churches.

Please consider this E mail another one tendered in opposition to the two

current alignments.

Most objectionable is the above-ground alignment. How anyone could not care about the 1,000 children that attend Sulphur Springs School and the other private elementary school is simply beyond us. I think it appropriate that anyone who supports such an alignment be required to enroll their children (and or family member's children) in the schools if the train is built in that configuration. As with almost everything built by man, at some point an accident will happen. Building a 200 mph + train right next to two schools is just begging for disaster. This proposal eliminates a community church, numerous houses, impacts dozens of others (noise and visual etc.) and eliminates a proposed community job center. I do not think anyone can assert that these are not valid concerns and that they simply cannot be ignored. The "tunnel extension alignment" is the most preferable of the two. By having the train exit the tunnel further towards Agua Dulce/Acton, the disruption to the Sand Canyon community will be greatly reduced and most importantly, will not endanger the lives of 1,000 school children on a daily basis. Finally, my family just read about the proposed alternative of routing the train through the Angeles National Forest. By far, this is the best possible option. Please consider this E mail our family's endorsement of same (there are four of us).

Of course, should anyone care enough to actually listen to the citizens this project affects, please feel free to contact us at your convenience. Very truly yours, Martin, Ellen, Sutton and Collin Fox

Submission I224 (Martin Fox, August 24, 2014) - Continued

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to SR 14, In Support of Alternative Corridor

Submission 1225 (Jessica Fox, August 25, 2014)

Palmdale - Burbank - RECORD #650 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/25/2014
Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email
First Name: Jessica
Last Name: Fox

Professional Title : Business/Organization :

Address: 1309 S Beverly Glen

Apt./Suite No.:

 City:
 Los Angeles

 State:
 CA

 Zip Code:
 90024

 Telephone:
 424-273-1201

Email: jessica.r.fox@me.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom It May Concern:

The following is why I am opposed to the construction of a high speed train between Palmdale and Burbank via the Angeles National Forest, Little Tujunga, Big Tujunga, and Hansen Dam:

How the environment would be affected

The environment would be impacted in a number of ways. The actual process of constructing a tunnel that passed under the National Forrest would completely disturb the eco system and environment. After, the pressure release hatches, service roads, escape hatches, and vibration connected to the function of a high speed train would destroy what is now a thriving natural environment.

The wash that passes between the National Forest and Hansen Dam would be rendered inaccessible for recreation, and, as a natural egress for floods, cease to function and, when it rains (as it did this past winter) cause untold damage to the environment, ranches, and existing homes in the surrounding area.

The Hansen Dam recreation area itself is home to a Wildlife Way Station and bird sanctuary, both of which would cease to function as habitats. As an equestrian who regularly rides in Hansen Dam and the Angeles National Forest, I often see all sorts of wildlife, including coyote, deer, bobcats, herons, birds of prey, and once, even a mountain lion. All of those animals would disappear from the area should a high speed train be built. The natural environment would be decimated if not by the rail's construction, than by its daily function.

Other issues with the high speed train passing under the Angeles National Forest, Little Tujunga, Big Tujunga and Hansen Dam

The Angeles National Forest, Hansen Dam, Little Tujunga and Big Tujunga wash are accessed by thousands of people, from equestrians, mountain

Submission 1225 (Jessica Fox, August 25, 2014) - Continued

bikers, bird watchers and naturalists to school field trips and people with dogs.

In addition to a recreation area, the wash itself acts as a thoroughfare, allowing all of the above safe passage between the Angeles National Forest and Hansen Dam Recreation area, as well as all the homes and stables in between. A high speed train would render the wash impassable and thus completely cut off all access to trails and parks.

Horses will not travel near, under, or beside a high speed train safely. Due to the boundary requirements of a high speed train, the wash would be totally blocked off. I would no longer be able to ride from my stable (which backs up to the wash into the Forest and Hansen dam), into those areas without using dangerous, highly trafficked roads.

On weekdays I often see school groups in the wash and observe school kids explore the environment, collect rocks, and learn about the natural world. It would be an utter, devastating loss should a train be built to pass under the Angeles National Forest, and through Little Tujunga, Big Tujunga, and the Hansen Dam recreation area.

Though I live in Westwood, I drive out to the Lakeview Terrace area 4-5 times a week. The area's nature, peace and beauty are one of a kind. Construction of a high-speed train would destroy a place that, though physically close to Los Angeles, is worlds apart.

Additional Comments

There is no logical reason to destroy this natural area when the rail could leverage and parallel the existing infrastructure. In fact, not doing so would be an indefensible waste of resources. In this day and age, and in this sprawling, urban area, efficient use of resources and preservation of what pockets of nature remain is paramount.

Sincerely,

Jessica Fox 424-273-1201 1309 S Beverly Glen Los Angeles, CA 90024

EIR/EIS Comment : Yes

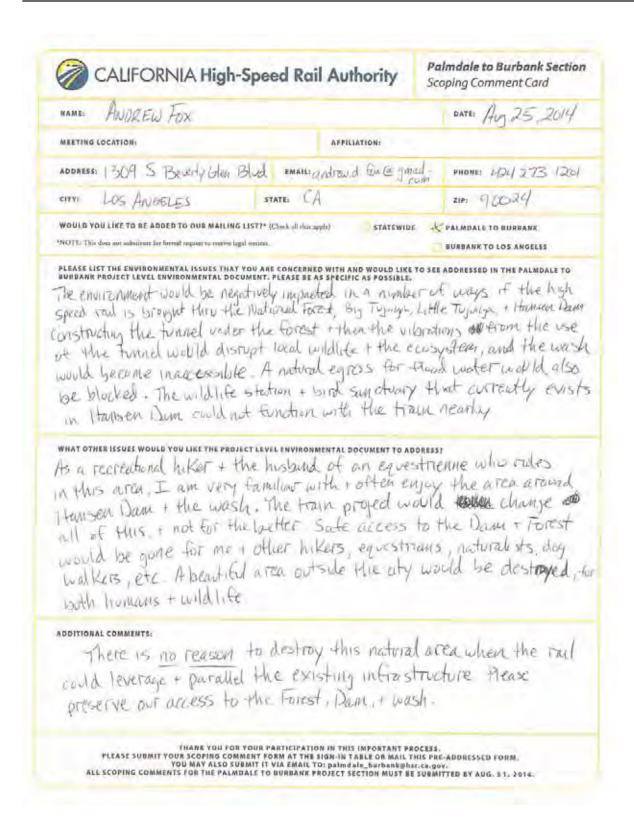
Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

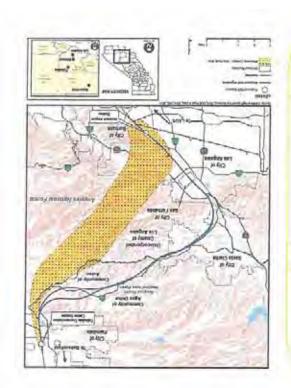


Submission I226 (Andrew Fox, August 26, 2014)





Submission I226 (Andrew Fox, August 26, 2014)



UBSECT LINE: PAMINIE TO BURPANK

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the must be submitted by August 31, 2014. Please submit comments:



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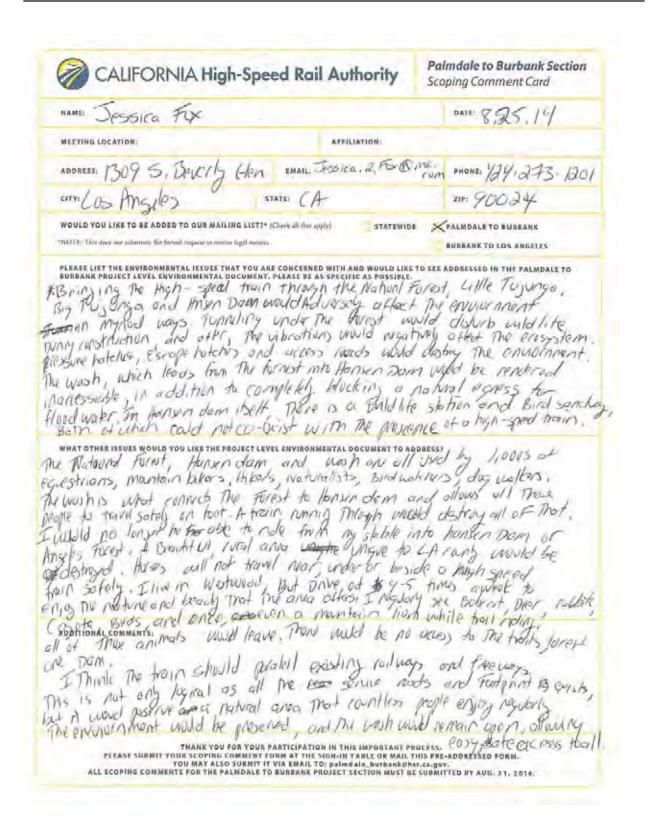
Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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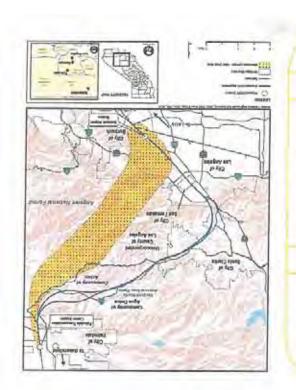
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Submission I227 (Jessica Fox, August 26, 2014)



Submission I227 (Jessica Fox, August 26, 2014)



Desimale Durbank@har.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

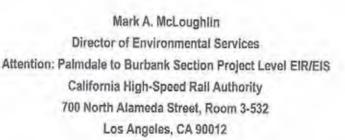
By Mail:

All public scoping comments for the must be submitted by August 31, 2014. Please submit comments:



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Submission 1228 (Kerry Frick, August 29, 2014)

Palmdale - Burbank - RECORD #467 DETAIL

Status: No Action Required

Record Date: 9/3/2014 Response Requested: Nο Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Kerry

Last Name: Frick

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: kfrick@socal.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. Mark A. McLoughlin,

Please know that this Sand Canyon Resident is opposed to the useless

"Bullet Train" as it is being called.

Support The preferred alignment direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

We definitely oppose the above ground alignment:

1. Much too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

 Eliminates a community church
 Eliminates houses and negatively impacts neighborhoods, reducing property values and stripping people of retirement equity.

3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita, adversely affecting quality of life and property values.

4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita. Same issues as above

5. Eliminates a job center approved for our community which would help bring back the property values that have already been affected by the last

economic downturn.

Thank you,

Kerry Frick

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: Prefer Alternative Corridor

Form Letter:

Submission 1229 (Alexander Friedman, August 9, 2014)

Palmdale - Burbank - RECORD #148 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: Nο Submission Date: 8/9/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Alexander Last Name: Friedman

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Los Angeles

State: CA Zip Code: 00000

Telephone:

Email: alek3000@sbcglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Leaves

Dear HSR Authority:

I am a strong supporter of high-speed rail, and I look forward to the completion of the project. I am flexible with any alignment you choose (between Los Angeles and San Francisco, including Burbank, Palmdale, etc). However, what I would recommend - is reducing the timeline of project

To recall, California voters - myself including - have voted on the HSR project that was promised to be completed by year 2020. Namely, this completion year concerns the Los Angeles - to - San Francisco segment. However, your revised business plan now estimates the completion by no earlier than 2029 almost double the original estimate. Please note: this drastic timeline change has made your original ballot measure to be a lie to your voters. Unfortunately, that's the only way it appears.

Therefore I would strongly urge you to reconsider your plan, so that the LA-to-SF segment would open to the public by year 2020, as originally promised and planned. This way, you will not only improve your image by standing up to your original promise (and ballot measure), but you will also gain many more supporters of your project.

Thank you for your consideration! I look forward to the reduced timeline - i.e. year 2020 for the 1st phase (LA-to-SF) completion.

Alexander Friedman Los Angeles, California

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Support of CAHSR Project

Submission 1230 (Susan Friend LeTourneur, August 11, 2014)

Palmdale - Burbank - RECORD #143 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: Nο Submission Date: 8/11/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Susan

Last Name: Friend LeTourneur

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000 Telephone: 818-834-1272

Email: suefriend@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I think it is crazy, unnecessary, not logical,, not economical, not environmental friendly and absurb to think that instead of using the EXISTING access easements along the EXISTING freeway to cut through a mountain!

> First, why listen to the santa clarita residents over the little tujunga residents. Of course no one wants this in their "backyard" however, the freeway is already there; the easements already exist.

> To carve through a mountain first will cost an unnecessary large amount of extra expense. There are major earthquake faults in those mountains. Even if you think you are building something safe, what about the neighboring areas...remember palos verdes!

Then there are the environmental impacts which it seems in big business, no one cares what you do to the environment as long as it make s money. Well, you should care! everything we do affects us now and in the future. If we displace this environmental area there are less places for wildlife, less trees to help absorb carbon dioxide, less places for people to relax and enjoy.

I am not a proponent of this train; however, if you have to build it, be smart! build it where it belongs: along the existing freeway on existing easements! less money, less negative impacts!

Susan Friend LeTourneur www.goldspiritfarm.com

818-834-1272

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Support of SR 14, In Opposition to Alternative Corridor

Submission 1231 (Felante Frockena, September 8, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley,

The hope of our community depends on it.

Pelante Fractionic

Sincerely,

Cc: OHSRA Chairman, Dan Richard



Submission 1232 (Joan Fry, August 29, 2014)

P. O. Box 735 Acton, CA 93510 August 29, 2014

Mark A. McLoughlin Director of Environmental Services Attention: Palmdale to Burbank Section Project Level EIR/EIS California High-Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin:

I live at 756 Juniper Ridge Lane in Acton, and even if a route within Supervisor Antonovich's "yellow corridor" map is adopted, my property, house, etc. are as good as gone. The only thing that will save residents like me, on the east side of Acton as well as on either side of Angeles Forest Highway, is if the train is routed east of Acton, avoiding the community entirely, goes underground immediately after the San Andreas fault into Angeles Forest, and stays underground until it reaches Burbank. Palmdale wants this bullet train. Nobody in Acton does, no matter which existing overland route is chosen, because unless the train is re-routed entirely outside of Acton's legal boundaries, the train will destroy our community. Supervisor Antonovich knows this. I hope you, Dan Richard, and the engineers who draw the maps will respect Supervisor Antonovich's wishes and follow his lead.

The following comments are relevant if any of the existing above-ground bullet train routes through Acton are chosen.

- No matter which way you look at it, the rail itself will be a smear on the landscape. It's
 the equivalent of a 6-lane freeway cutting through a small, rural, horse-oriented
 community. Twenty-six foot tall supports every 30 feet to carry electrical wires would
 ruin the natural landscape of Acton and be a visual eyesore for everyone who lives here.
- 2. The water table would be impacted. But many of us who have wells draw water from pockets of fractured granite, not the water table itself. Any destruction or modification of that underlying granite bedrock will result in loss of water for residents, their horses, and other animals. Who will pay our medical bills when we get sick from the contaminants released into our water supply? How will the Clean Water Act regulations be fulfilled? When wells do go dry, who will compensate property owners when we can't sell our property and we can't live on it?
- Construction of the railroad brings its own set of problems. Noise, lights, dust, exhaust, and staging areas, not to mention road closures, would disturb residents, affecting our sleep and quality of life.
- Increased traffic during construction presents a likely increase in traffic accidents, but due to the construction, delays for response from emergency vehicles would potentially hinder the ability to save lives.



Submission 1232 (Joan Fry, August 29, 2014) - Continued

- During construction and likely road closures, how will uny fire and law enforcement vehicles get to where they need to be? Acton is in a high fire risk area, and hindering fire trucks from reaching burning areas will likely lead to more extensive fires than we've already experienced.
- 6. The increased dust that residents must breathe during construction can potentially lead to more cases of Valley Fever, which is caused by a fungus found in the soil. Who will compensate residents who become ill from this?
- The increase in traffic would negatively impact Acton, which as a rural community has
 no traffic lights—and we don't want any. Outside of many businesses, including the Post
 Office, are hitching rails for horses. That is what we want and that is why most of us
 moved here.
- Wildlife would be negatively impacted. We have quail, roadrunners, bobcats, deer, coyotes, California Condors, and the occasional cougar as well as many other species that will be harmed by this project. The Shambala Preserve, which houses rescued wildlife and is often a tourist destination, would experience a negative impact.
- And then there is the SEA Kentucky Springs area, which protects local endangered and at-risk species such as the burrowing owl, the Great Basin sage, and the kangaroo rat. You can find the maps under LA County's Regional Planning's dot.gov/page.
- 10. Acton is within 5 miles of the San Andreas Fault, along with several other fault lines. The state of California has declared the Acton quadrangle as an official seismic hazard zone. Since some of the plans include tunneling underground, how will public safety be handled when (not if) an earthquake of 5.5 or greater occurs?
- 11. How will HSR monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public upon request?
- 12. The Santa-Clara riverbed is the last remaining natural clean water source in California. How will you protect it?
- 13. High-speed trains produce 85+ decibels of roaring sound. No one wants to live near that. What will happen to property values in Acton when there are no buyers?
- 14. Local realtors are already complaining that they have already seen the market value drop for homes along all of the proposed routes. Property values may decrease by as much as 70%. How will affected residents be compensated when we are either forced to leave due to eminent domain laws, or forced to leave because we can no longer run our businesses in the area (realtors, contractors, store owners, restaurant owners, etc.), or are forced to leave because we cannot live with the noise, vibrations, and lights of trains roaring through 4 to 5 times every hour? When that many residents leave, what will happen to school enrollment? Acton may well turn into a ghost town, one not nearly as quaint as California City.
- 15. If you have ever ridden a train—any train, in any state—you know that communities on either side of the tracks look like slums. Graffiti and uncared for property are the norm. That will happen in Acton.
- 16. How will the health impacts of vibration exposure to humans and animals be monitored?
- 17. What is the impact of EMFs (generated from the HST) on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? Wifi?
- 18. How will public safety be addressed when drilling or boring into methane gas deposits?
- 19. Will the public be notified regarding possible exposures of toxic substances through soil, air, or water resources? How?



Submission I232 (Joan Fry, August 29, 2014) - Continued

- 20. How will historic and cultural resources—Governor Mine, Red Rover Mine, Pacific Crest Trail, for example—be protected?
- 21. Where will local residents ride our horses safely, without the risk of passing trains spooking our horses, which could injure both horse and rider?

Mr. McLoughlin, please pay attention to these concerns. We don't want a train running through Acton unless it runs underground. While it may benefit Palmdale, which is eyeing a bullet train that runs to Las Vegas and back, it will not benefit Acton or any of the small towns along the 14 freeway corridor. The only place this train should go is underground, under the Angeles Forest, until it daylights in Burbank.

Thank you for taking the time to read this.

Rest wishes

Joan Fry



Submission I232 (Joan Fry, August 29, 2014)



Submission I233 (Joan Fry, August 29, 2014)

P.O. Box 735 Acton, CA 93510 August 19, 2014

Dear Supervisor Antonovich:

I recently read a copy of your letter to Mr. Dan Richard, Chairman of the California High-Speed Rail Authority (HSR), dated October 11, 2013. I commend you for your foresight and applaud the stand that you took when you told Mr. Richard that you "encourage the Authority to review a tunnel-oriented alternative between the Palmdale station and the potential Burbank/Bob Hope Airport station that would provide a more direct, much faster, less costly and less community-intrusive route between the Antelope Valley and the San Fernando Valley." Both the bold-face and the underlining come from your original letter, and I have quoted it exactly in order to emphasize what you clearly felt was the most important part.

It's a shame that Mr. Richard and/or his engineers aren't listening to you.

To be fair, I can see a need for a fast, direct train connection between San Francisco and Los Angeles in years to come, and I think your recommendation to Mr. Richard is the best way to accomplish that. HSR *must* go underground through Acton and neighboring communities because residents do not want high-speed trains running though their community in the first place. But since the HSR is probably coming whether we want it to or not, I want to direct your attention to HSR's current (as of this writing) map. This "yellow corridor" does as much damage to Acton as the routes HSR engineers proposed earlier. According to HSR engineers, trains will daylight in the Angeles Forest Highway/Juniper Ridge Lane area—in other words, in the heart of one of Acton's largest horse owning areas, impacting hundreds of homes, ranches, private and commercial stables, pasture areas, and horses.

Supervisor Antonovich, I understand that you're a horse lover, and that in the past you have participated in trail rides through our unique high-desert country. Why do Mr. Richard's engineers think the train needs to "daylight" in this area? I understand that the train will have to run at grade when it crosses the San Andreas Fault. Why can't HSR engineers take that opportunity to adjust the northeast section of "yellow corridor" slightly so the HSR enters the Angeles Forest underground and *outside* of Acton, and *stays* underground until it is south of Acton? I urge you to write Mr. Richard another letter, one that repeats your concern about the communities that you mentioned by name: "Acton, Agua Dulce, and the Santa Clarity Valley." Remind him that this current map could very well lead to severing areas of eastern and southern Acton from the rest of the town. So far, <u>all</u> the maps that HSR engineers have proposed will divide and destroy our community one way or another.

Let me add that this idea—moving the "yellow corridor" so the northern edge avoids Acton entirely, without impacting any part of our community—is not my idea. It was first articulated by Jacqueline Ayer, an engineer who lives in Acton. To summarize her argument in favor of adjusting the "yellow corridor," it will: 1) Provide a <u>direct route</u> from Palmdale to Burbank that will not require any more tunneling than routes that HSR has already proposed; 2) Reduce the

Submission I233 (Joan Fry, August 29, 2014) - Continued

trip length by fifteen miles; 3) Reduce travel time by more than five minutes; 4) Avoid property condemnation in the communities involved—not only Acton, Agua Dulce, and Santa Clarita, but other areas along the 14 Freeway; 5) Avoid several earthquake faults. Having the train daylight in the Angeles Forest Highway/Juniper Ridge Lane area before it goes underground again to enter the Angeles National Forest Highway is a particularly sad choice because owners and their horses will be faced with a double whammy. All of us will see the value of our property decrease. Many of us will lose our homes and/or our property outright. The rest of us will be cut off from many of the trails in the area, and riding our horses along the local dirt roads and trails is why most of us bought property here in the first place.

Supervisor Antonovich, as a horse owner myself, I urge you to contact Mr. Richard immediately and encourage his engineers to put HSR into the Angeles National Forest outside of Acton, and keep it underground until it is south of Acton. In particular, I would like you to stress that the "yellow corridor" *must* be adjusted so that it will not daylight anywhere in Acton. That's the only route HSR can take without impacting *any* local communities. As you know, Acton is unique—a small, unincorporated community where the horse population probably outnumbers the human population. According to a Lancaster rancher, wild horses occupied the Juniper Ridge Lane area well into the 1950s. In many ways our town is a throwback to a way of life that has mostly disappeared elsewhere in Southern Californian—many of our residents still raise cattle, and actual cowboys mingle with Acton Town Council members at the post office.

We ask Mr. Richard to respect our heritage and our way of life <u>by adjusting the "yellow</u> corridor" and keeping the HSR underground so that it does not impact Acton at any point.

U.S. Department

of Transportation Federal Railroad

Thank you for your consideration, and we look forward to your reply.

Sincerely,

Joan Fry

Cc:

Dan Richard, California High Speed Rail Authority
Mark A. McLoughlin, California High Speed Rail Authority
Michael Hughes, Acton Town Council
Don Henry, Agua Dulce Town Council
Ralph Vartabedian, Los Angeles Times
Lillian Smith, Agua Dulce/Acton Journal
Gayle Joyce, Acton/Agua Dulce News

Submission 1234 (Linda Fullerton, September 6, 2014)

Linda Fullerton

9800 Craigmitchell Lane Shadow Hills, CA 91040

September 6, 2014

Mark A. McLoughlin Director of Environmental Services 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

re: Palmdale to Burbank Project Section of California High Speed Rail Authority

Dear Mr. McLoughlin,

I moved to Shadow Hills in1972, (42 years ago). I am a voting citizen and extremely diligent in promoting and protecting our community known as Shadow Hills. I am appalled at this vague proposed HSR corridor and the procedure in which it has been presented to our community. This path has been earmarked as a straight shot through Sylmar, Lake View Terrace, Big Tujunga Wash, Hansen Dam, Shadow Hills, and La Tuna Canyon.

Over the years we have been diligent in establishing our Scenic Corridor Plan and documenting our rural community plan, which protects our equestrian property rights and our beloved Hansen Dam. The proposed destruction of our community is unconscionable. Your presented plan will destroy valuable open space which can never be replaced; destroy much or perhaps all use of our local hiking and equestrian trails, endanger the wild animal life that inhabit Hansen Dam as a corridor to Angeles National Forest and also know Hansen Dam and the Big Tujunga Wash area as their home.

This propose HSR option will destroy our way of life in Shadow Hill and forever take away one of the remaining rural areas in Los Angeles city in which families can choose to raise their children in a country atmosphere.

In addition to my above concerns, the fact that we are in a proven active earthquake fault and the Big Tujunga Wash is a documented flood plain; where this to move forward as proposed, the liability to the project would be insurmountable.

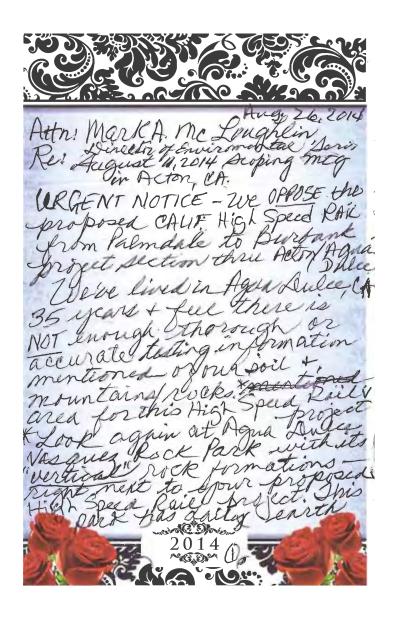
There are many reasons why this proposed course for the HSR is above and beyond rational. All of the issues can be specifically addressed if you choose not to redirect this plan and when you actually provide us with the details in specifics that we can attack, one by one.

Sincerely,

Linda L. Fullerton

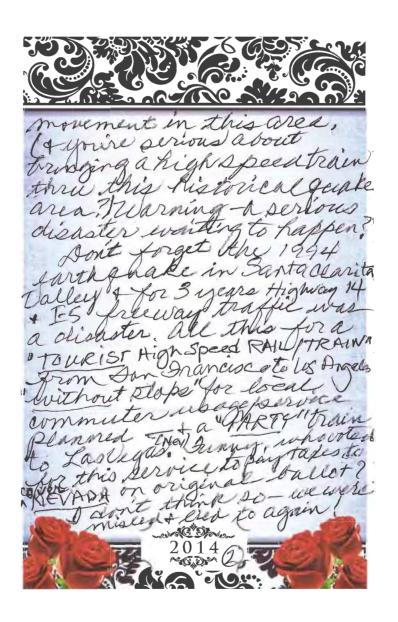
CC: SHPOA; Supervisor Mike Antonovich, Supervisor Zev Yaroslavsky, Councilman Felipe Fuentes; Mayor Gil Garcetti; Assemblyman Bocanegra, Congressman Adam Shiff

Submission 1235 (Darrel and Penny Furstnow, August 27, 2014)



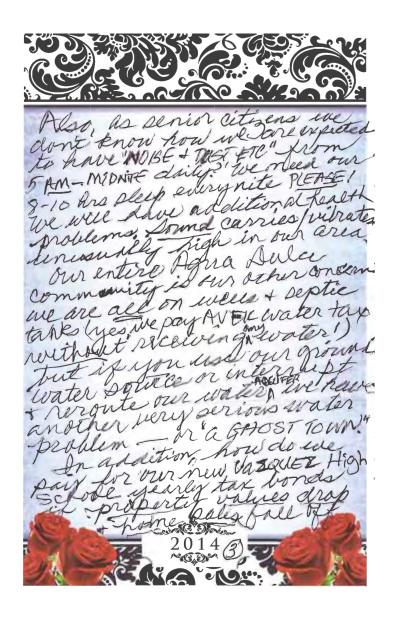


Submission I235 (Darrel and Penny Furstnow, August 27, 2014) - Continued



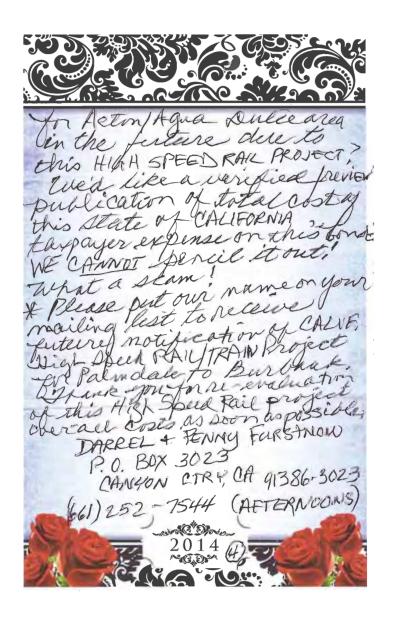


Submission I235 (Darrel and Penny Furstnow, August 27, 2014) - Continued





Submission I235 (Darrel and Penny Furstnow, August 27, 2014) - Continued



Submission 1235 (Darrel and Penny Furstnow, August 27, 2014)







Submission 1236 (Julie Galetar, August 26, 2014)

Palmdale - Burbank - RECORD #630 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 8/26/2014
Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email
First Name: Julie

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Last Name:

State: CA **Zip Code**: 000000

Telephone:

Email: julie.galetar@gmail.com

Galetar

Cell Phone: (323) 684-5173

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom It May Concern:

The following is why I am opposed to the construction of a high speed train between Palmdale and Burbank via the Angeles National Forest, Little Tujunga, Big Tujunga, and Hansen Dam:

How the environment would be affected

The environment would be impacted in a number of ways. The actual process of constructing a tunnel that passed under the National Forrest would completely disturb the eco system and environment. After, the pressure release hatches, service roads, escape hatches, and vibration connected to the function of a high speed train would destroy what is now a thriving natural environment.

The Hansen Dam recreation area itself is home to a Wildlife Way Station and bird sanctuary, both of which would cease to function as habitats. As an avid horseback rider who regularly rides in Hansen Dam and the Angeles National Forest, I often see all sorts of wildlife, including coyote, deer, bobcats, herons, and all kinds of birds. All of those animals would disappear from the area should a high speed train be built. The natural environment would be decimated if not by the rail's construction, than by its daily function.

The wash that passes between the National Forest and Hansen Dam would be

rendered inaccessible for recreation, and, as a natural egress for floods, cease to function and, when it rains heavily, cause untold damage to the environment, ranches, and existing homes in the surrounding area.

*Other issues with the high speed train passing under the Angeles National Forest, Little Tujunga, Big Tujunga and Hansen Dam * The Angeles National Forest, Hansen Dam, Little Tujunga and Big Tujunga

Submission 1236 (Julie Galetar, August 26, 2014) - Continued

wash are accessed by thousands of people, from equestrians, mountain bikers, bird watchers and naturalists to school field trips and people with dogs.

In addition to a recreation area, the wash itself acts as a thoroughfare, allowing all of the above safe passage between the Angeles National Forest and Hansen Dam Recreation area, as well as all the homes and stables in between. A high speed train would render the wash impassable and thus completely cut off all access to trails and parks.

Horses will not travel near, under, or beside a high speed train safely. Due to the boundary requirements of a high speed train, the wash would be totally blocked off. I would no longer be able to ride from my stable (which backs up to the wash into the Forest and Hansen dam), into those areas without using dangerous, highly trafficked roads.

On weekdays I often see school groups in the wash and observe school kids explore the environment, collect rocks, and learn about the natural world. It would be an utter, devastating loss should a train be built to pass under the Angeles National Forest, and through Little Tujunga, Big Tujunga, and the Hansen Dam recreation area.

Though I live in Westwood, I drive out to the Lakeview Terrace area 4-5 times a week. The area's nature, peace and beauty are one of a kind. Construction of a high-speed train would destroy a place that, though physically close to Los Angeles, is worlds apart.

Additional Comments

There is no logical reason to destroy this natural area when the rail could leverage and parallel the existing infrastructure. In fact, not doing so would be an indefensible waste of resources. In this day and age, and in this sprawling, urban area, efficient use of resources and preservation of what pockets of nature remain is paramount.

Julie Galetar

Cell: (323) 684-5173

Email: julie.galetar@gmail.com

EIR/EIS Comment:

Yes

Submission 1237 (George and Jacqy Gamble, August 31, 2014)

Palmdale - Burbank - RECORD #363 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: No Submission Date : 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: George Last Name: Gamble

Professional Title:

Business/Organization:

Address: 9915 Mc Broom St.

Apt./Suite No.:

City: Shadow Hills

State: CA 91040 Zip Code: Telephone: 818-951-2707

Email: gemradionet@hotmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

ATTN: PALMDALE TO BURBANK PROJECT SECTION

California High Speed Rail Authority Southern California Regional Office

700 N. Alameda, Room 3-532

LA, CA 90012

email: palmdale_burbank@hsr.ca.gov

We as residents of the Shadow Hills neighborhood would like to comment on the idea of the High Speed

Rail route that goes through Sun Valley, Lake View Terrace and Angeles National Forest. However, we find it difficult to comment on something that has so little information available on the concept of running through the mountains,

Also, the comment period of three weeks does not begin to give the community proper time to even think of all the ramifications.

This alternate route concept sounds ludicrous based on three major reasons: 1. The idea of deviating from established railroad or highway right of ways, must be much more problematic and costly to build.

2. Running the tunnels in an active mountain building range, through three major earthquake faults, and under at least a half a mile deep of mountain would endanger the lives of

3. Any high speed vehicle traveling at 100 to 200 MPH will have devastating impacts on any wildlife in the Angeles National Forest.

Submission I237 (George and Jacqy Gamble, August 31, 2014) - Continued

We are certain there are plenty of other problems with this concept but need more information and time to review the details. Please keep us and the communities of the San Fernando Valley apprized of the developments of the HSR studies so we can participate in their review.

Sincerely,

George & Jacqy Gamble 9915 Mc Broom St. Shadow Hills, CA. 91040 818 951-2707 Gemradionet@hotmail.com

ec

Councilman Felipe Fuentes - felipe.fuentes@lacity.org Supervisor Mike Antonovich - fifthdistrict@lacbos.org Supervisor Zev Yaroslavsky - zev@bos.lacounty.gov Mayor Garcetti - mayor.garcetti@lacity.org Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov Congressman Schiff - https://schiff.house.gov/email-congressman-schiff1

Assemblymember Scott Wilk - Assemblymember.Wilk@outreach.assembly.ca.gov

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1238 (Bruce Ganson, August 27, 2014)

Bruce Garson 34361 Red Rover Mine Ad faton, Ca 93510 ganson berg@sbaglobal.net 661-269-5670

Scoping Meeting in Acton. Palmulate to Burbank Section.

Hello Michelle Boehm, my name is Bruce Ganson-I live on Red Rover Mine RQ- my house, and 12 of my neighbors houses are to be taken for the High Speed Rail. I'm worried that I want get a fair price for my house. I've heard in the central valley that people arent recieving fair offers, our home prices have dropped because our neighborhood is condemned. there is also only one way in and out of Red Rover Cyn. Will you put in an escape road in case of a derail? There is also a problem with water supply, will our wells run dry? Will you pipe water to homes that wells run dry? The sail part is the route may not even come through Red Rover Cyn. Help! Bruce Ganson

Submission 1238 (Bruce Ganson, August 27, 2014)



Submission 1239 (Louis Garasi, August 25, 2014)



26737 Gwenalda Lanti Santa Clarita, CA 91387 Tol. (661) 251-1124 Fax: (661) 251-1144 E-mail: lougar@sboglobal net

Mr. Mark A. McLoughlin Director of Environmental Services California High Speed Rail Authority Southern California Regional Office 700 N Alameda, Room, 3-532 Los Angeles, CA 90012

August 25, 2014

Dear Mr. McLoughlin,

Re: Support for Supervisor Anionovich's proposal for Palmdale/Burbank alignment for the bullet train route.

As a resident of the Santa Clarita Valley, a business owner and past President the Santa Clarita Chamber of Commerce and the Valley Industrial Association, I strongly support Supervisor Antonovich's proposal for the Palmdale/Buchank alignment for bullet train route.

First: it would be less expensive than other alignments.

Second: it would reduce travel time by as much as 10 minutes

Third: it would cause less environmental damage and be more

compatible with surrounding communities.

This time reduction would save billions of dollars in operating costs over the years of operation. The shorter the travel time, the more efficient and attractive it will be for future users.

I strongly oppose other allgnments previously considered.

Sincerely,

Louis A. Garasi

CC: Michael Hogan

SCV High Speed Rail Community Committee

seviask force a gmail com



Submission 1239 (Louis Garasi, August 25, 2014)





Submission I240 (Sam Garcia, August 11, 2014)

Submission 1241 (Mike Garcia, August 26, 2014)

Palmdale - Burbank - RECORD #311 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Mike Last Name: Garcia

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: mgarcia@theautry.org

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Good morning,

I would like to express my concern and protest against building the California High Speed Rail conveyance through any portion of the Angeles National Forest. It is appalling and irreverent to destroy any natural surroundings that offer a home to various animal wildlife and a tranquil destination for those who enjoy the natural beauty of this area.

"Industrial Progress" is a phrase that can have much impact upon societal contribution, yet given its purpose for pursuing an idea, one should reflect upon the long term effect of carrying out a plan. it is clear that many of us would like to travel faster and more directly to our destination, but at the risk of moving life faster without improving our own self-worth, we remain with a greater loss by destroying natural land at the same time. I would not support any such brazen effort to construct anything through natural land.

Thank you,

Mike Garcia

This e-mail and any attachments may contain confidential material and are solely for the use of the intended recipient(s). If you have received this e-mail in error, please notify the sender immediately and delete this e-mail. If you are not the intended recipient(s), you must not use, retain, or disclose any information contained in this e-mail. Any views or opinions are solely those of the sender and do not necessarily represent those of the Autry National Center. The Autry National Center does not guarantee that this e-mail and any attachments are free from viruses or 100% secure. Unless expressly stated in the body of the text of the e-mail, this e-mail is not intended to form

a binding contract.

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Submission 1242 (Jennifer Gardner, August 25, 2014)

Palmdale - Burbank - RECORD #657 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο 8/25/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Jennifer Last Name: Gardner

Professional Title: **Business/Organization:**

Address: 8560 West Sunset Blvd., 5th Floor

Apt./Suite No.:

City: Los Angeles State: CA 90069 Zip Code: Telephone: 310.694.9855

Email: jgardner@jgardnerassociates.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I oppose running a high-speed rail through either Little or Big Tujunga
Canyon to Hansen Dam. This will displace wildlife, horses and humans. This area is such a special place, and enjoyed by recreationers of all types. What a thrill to be able to drive 20 minutes in Los Angeles to a place where you can be on the trail and see deer, coyote, rabbits, snakes and rare birds and not hear ringing cell phones and honking horns. It is so beautiful and would be a horrible beams and to the control of t would be a horrible shame and terrible loss to displace that wildlife and deprive Los Angelenos from this treasure and respite from our overly congested city.

Jennifer Gardner

8560 West Sunset Blvd., 5th Floor Los Angeles, CA 90069

+1 310.694.9855 +1 310.694.9858 m +1 310.993.9766

On the web:

Gardner+Associates http://www.jgardnerassociates.com

- http://losangelescriminallawdefense.com os Angeles Criminal Law

http://losangelescriminallawdefense.com Blog blog http://jgardnerassociates.com/blog/

 $^3\mbox{lt}^1\mbox{s}$ not enough to rage against the lie... you¹ve got to replace it with the truth.²

Bono

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Submission 1242 (Jennifer Gardner, August 25, 2014) - Continued

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1243 (Cathy Gardner, August 28, 2014)

Palmdale - Burbank - RECORD #577 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Cathy Last Name : Gardner

Professional Title : Business/Organization :

Address: 209 Montreal

Apt./Suite No. :

 City:
 Los Angeles

 State:
 CA

 Zip Code:
 90293

Telephone :

Email: gardner4@earthlink.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Please do not support the high speed train tunnel through the Angeles

National Forest.

This is an unacceptable risk, unacceptable cost, unacceptable tax and

unacceptable impact on our dwindling wildlife and forests.

Find a way to move people through areas where people live.

Sincerely,

Catherine Gardner 209 Montreal

Los Angeles, CA 90293

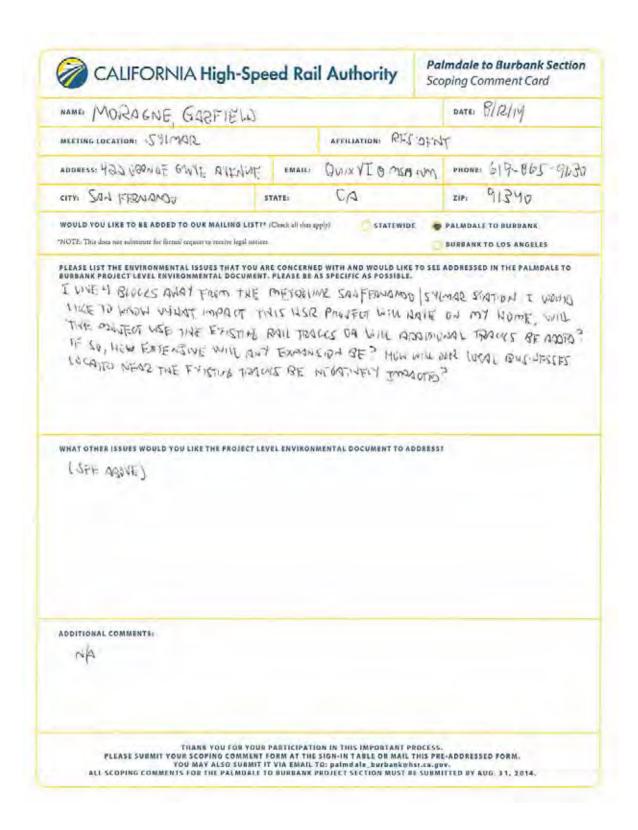
EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1244 (Moragne Garfield, August 12, 2014)





Submission 1245 (Paul and Karen Garibaldi, August 29, 2014)

Palmdale - Burbank - RECORD #512 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Paul Last Name: Garibaldi

Professional Title :

Business/Organization :

Address: 10514 Mahoney Drive

Apt./Suite No. :

City: Shadow Hills

State: CA **Zip Code**: 91040

Telephone :

Email: pgaribaldi@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Mark A. McLoughlin, Director of Environmental Services

We are writing you to voice our strong opposition to the proposed High Speed Rail line running through the Big Tujunga Wash, Shadow Hills, and the Angeles Crest Forest.

The proposal by Supervisor Antonovich is a non-specific Alternative Corridor. It is an irresponsible and vague proposal that encompasses an area of nearly 500 square miles and places entire communities and homes in the path of the High Speed Rail line.

We are adamantly opposed to any HSR line that comes through the Big Tujunga Wash and the Shadow Hills community! In addition to affecting residential property values, the proposal would have a detrimental effect on one of the last open spaces in the City of Los Angeles that is enjoyed not just by local Shadow Hills' residents, but by residents of Pacoima, Lake View Terrace, Tujunga, Sylmar, San Fernando and a multitude of other local communities that desperately need open space.

The Big Tujunga Wash is also home to endangered species, federal waters, and one of the few remaining unspoiled watersheds from the Angeles National Forest. We believe that numerous environmental obstacles raise insurmountable costs for the proposal and would also make it an infeasible option.

Any High Speed Rail line must go through commercial and industrial areas, not through residential and/or environmentally sensitive areas. The original proposed route of the High Speed Rail line along Interstate 5 and Route 14 is, by far, a superior solution.

Paul and Karen Garibaldi 10514 Mahoney Drive

Submission I245 (Paul and Karen Garibaldi, August 29, 2014) - Continued

Shadow Hills, CA 91040

(818) 951-1873

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

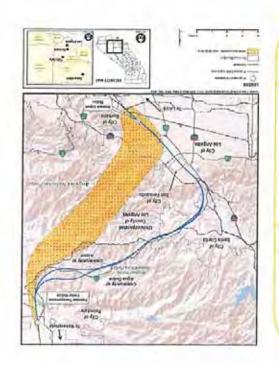
Form Letter :

Submission 1246 (Tony Garibian, August 12, 2014)

			Scoping Comment Card
HAME: Tony Garib	ian		DYLE: 8 (0 14
MILLING LOCATION: Burbank	2 Llbrary	AFFILIATION:	
ADDRESS:	EMARKS		PHONES
CITY: BURBANK	STATE: C	A	21P: 91506
WOULD YOU LIKE TO BE ADDED TO OUR MA		eriri @ STATEWIO	E PALMDALE TO BURDANK BURBANK TO LOS ANGELES
WHAT OTHER ISSUES WOULD YOU LIKE THE Speed up the		MENTAL DOCUMENT TO A	BORESST
SW140-22000-22002-2002-00-00-00-00-00-00-00-	process.		ld select the



Submission 1246 (Tony Garibian, August 12, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARIFA CA 913 12 ALIG IM PN 5 L



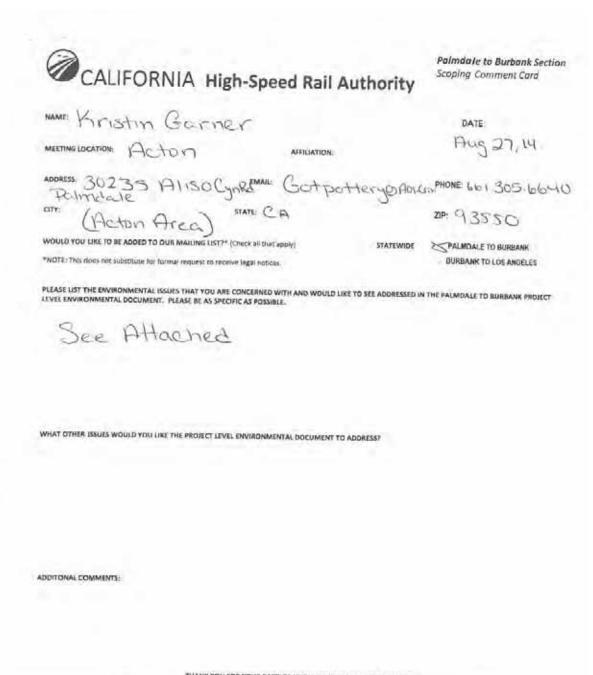
Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

30012335303

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Submission 1247 (Kristin Garner, August 29, 2014)



THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <u>palmidule_burbank@his.ch.edoy</u>

ALL SCOPING COMMENTS FOR THE PALMDALL TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission 1247 (Kristin Garner, August 29, 2014)

1 of 5

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Actor 30235 Aliso Cyn Road, Palmdale Ca 93510 (Actor Area) (661)305-6640 Gotpottery@aol.com

My husband and I moved to Acton 20 years ago in order to get away from the city noises, lights, and pollution.

How is the High Speed Rail Authority going to address the serenity and aesthetics of a small rural town? The fencing, lighting, tunnels exits, overhead viaducts, catenaries, and more will destroy the beauty of our rural town. The lights will take away from the dark night sky that so many have fought to preserve. The fencing and elevated structures will block the view of our National Forest and more.

What will The High Speed Rail Authority do to insure the quality of our air? My children suffer from asthma, another reason we moved away from the city and pollution. The tunneling will release particles into the air with unknown health consequences.

We live in Acton near the Angeles National Forest to enjoy the wildlife. What will be done to protect the wildlife habitats? Mountain lions, bobcats, quail, horned toads, deer, roadrunners, coyoles and many more migrate through, hibernate, breed, and live in our backyards and all around Acton. How will the noise and destruction not destroy their breeding grounds and homelands? Our home is surrounded by the National Forest. It is in a special area called Bear Trap Canyon. Bear Trap Canyon is off of Aliso Canyon close to Angeles Forest Highway. You can locate it on a Forest Service map. Our property has a year round stream that runs through it which is the home to many species of aquatic wildlife including the Red Legged Frog. The stream also provides drinking grounds for many of the areas wildlife. How will the construction and operation of the High Speed Rail not impact the safety of the water in this area?



Submission 1247 (Kristin Garner, August 29, 2014) - Continued

3 of 5

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 30235 Aliso Cyn Road, Palmdale Ca 93S10 (Acton Area) (661)305-6640 Gotpottery@aol.com

When we moved to Acton we were careful to find a property away from power lines. I have now learned that electromagnetic waves are generated by the High Speed Rail. How will you insure this does not affect my family's health? My family already has a history of cancers. I do not trust that these electromagnetic fields are safe. I have read that they cause headaches and fatigue.

What will the High Speed Rail Authority do to ensure me and my family that these electromagnetic fields will not harm our health?

My husband has suffered from chronic pain due to a motorcycle accident in <001. He already has trouble sleeping and suffers from stress and depression. The constant vibration that will be caused during construction is a huge concern for us. What will the High Speed Rail Authority do in the case that we cannot live in our home during and or after construction due to vibration, noise, and lights?

We own two properties in Acton both which are in the Aliso Canyon area. This train will lower property values throughout Acton. How will The High Speed Rail Authority insure that we do not lose all of our investment in these homes? Not only do we live in Acton, I have been working in Acton for 10 years. I have been building my clientele, trying to provide for my family. When Acton values drop and homeowners walk away from their homes due to the intolerable noises created by the train, how will the Authority help me to rebuild my business?

In the Aliso Canyon area there are four earthquake fault lines that I am aware of. How will the High Speed Rail Authority protect the public during and after construction during any seismic activity?



Submission 1247 (Kristin Garner, August 29, 2014) - Continued

4 OFS

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 30235 Aliso Cyn Road, Palmdale Ca 93510 (Acton Area) (661)305-6640 Golpottery@aol.com

How does the High Speed Rail Authority address the sonic boom factor? We live in a community with many horses and horseback riders. We will all be stressed by the sonic booms, and those of us that have invested in horses and horse facilities will no longer be able to ride our horses. It would be a safety hazard. Will the High Speed Rail Authority compensate for the investment lost regarding horse property, horse facilities, and the relocation of our horses and other livestock that cannot handle the stress of the sonic booms? We have invested money and time in our property to be able to board horses. If the train comes our way we will lose our boarders and our investment will be lost. What will the High Speed Rail Authority do to compensate us for this loss?

We would never have chosen to live in an area with pesticide use, such as large conventional farming areas. I now read that the High Speed Rail Authority will use pesticides to maintain tracks. I don't even want to ask what you will do to ensure our safety. The only way to ensure our safety is to not use pesticides. If you do use pesticides will you be able to ensure that the pesticides do not leach into well water? Will you be able to ensure that there are not pesticides drifting in the air?

I would of course like to see the train not come through Acton at all. I would ask that High Speed Rail Authority please re-draw the lines and stay away from the Aliso Canyon area. The Aliso Canyon area is unique. It has run off from the Angeles Forest year round, even during droughts we have a small amount of water left in our many streams, giving life to the wildlife and natural habitats. Again, there are many Native American Artifacts found in our hills and valleys. Please stay away from the untouched Angeles Forest and Aliso Canyon area. If you would like further



Submission I247 (Kristin Garner, August 29, 2014) - Continued

5 of 5

Palmdale To Burbank Section Scoping Comment Card

August 27, 2014

Kristin Garner

Meeting Location: Acton

30235 Aliso Cyn Road, Palmdale Ca 93510 (Acton Area)

(661)305-6640

Gotpottery@aol.com

information on many found artifacts please feel free to call me as it may save the Aliso Canyon

and surrounding areas.

Sincerely,

Kristin and Robert Garner, twenty year residents.





Submission 1247 (Kristin Garner, August 29, 2014)



Submission 1248 (Kirstin Garner, August 29, 2014)

1 of 4

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 1824 El Dorado Drive, Acton Ca 93510 (661)305-6640 Gotpottery@aol.com

I moved to Acton 20 years ago in order to get away from the city noises, lights, and pollution. How is the High Speed Rail Authority going to address the serenity and aesthetics of a small rural town? The fencing, lighting, tunnels exits, overhead viaducts, catenaries, and more will destroy the beauty of our rural town. The lights will take away from the dark night sky that so many have fought to preserve. The fencing and elevated structures will block the view of our National Forest and more.

What will The High Speed Rail Authority do to insure the quality of our air? My children suffer from asthma, another reason we moved away from the city and pollution. The tunneling will release particles into the air with unknown health consequences.

We live in Acton near the Angeles National Forest to enjoy the wildlife. What will be done to protect the wildlife habitats? Mountain lions, bobcats, quail, horned toads, deer, roadrunners, coyotes and many more migrate through, hibernate, breed, and live in our backyards and all around Acton. How will the noise and destruction not destroy their breeding grounds and homelands?

Acton is the site of many Native American grounds where many artifacts have been discovered.

How will the High Speed Rail not destroy these undiscovered treasures? Many homeowners including myself have discovered artifacts on our property and while hiking.

I live in the new proposed route, "The Slug". Without the High Speed Rail drawing a line, a specific route, I do not know how I will be impacted. I do not know how to prepare for possible impacts. I do not know if a staging area will be near my home. I do not know if my home is in danger of massive property value loss due to an unsightly and a deafening train running near it. I



Submission 1248 (Kirstin Garner, August 29, 2014) - Continued

Dof 4

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 1824 El Dorado Drive, Acton Ca 93510 (661)305-6640 Gotpottery@aol.com

do not know if the stability of my land will be in danger due to tunneling. I do know regardless of where this train runs all of our property values in Acton will drastically decline because the value is in the peace and quiet of our community. That is the only reason people move this far away from the city. They move here to enjoy the quiet. They move her to enjoy the beauty of the surrounding forest, vegetation, and wildlife. They move her to raise animals. They move here to try to turn back time; to a time when America was just beginning and people worked and relied on their land. What will the High Speed Rail Authority do to ensure the residents of Acton do not lose this right to enjoy their land and their peace and quiet? What will you do to ensure that I do not lose my right to enjoy my land and live in peace and quiet?

When I moved to Acton I was careful to find a property away from power lines. I have now learned that electromagnetic waves are generated by the High Speed Rail. How will you insure this does not affect my health? My family already has a history of cancers. I do not trust that these electromagnetic fields are safe. I have read that they cause headaches and fatigue. What will the High Speed Rail Authority do to ensure me and my family that these electromagnetic fields will not harm our health?

I own two properties in Acton both which are in the Aliso Canyon area. This train will lower property values throughout Acton. How will The High Speed Rail Authority insure that I do not lose all of my investment in these homes? Not only do I live in Acton, I have been working in Acton for 10 years. I have been building my clientele, trying to provide for my family. When Acton values drop and homeowners walk away from their homes due to the intolerable noises created by the train, how will the Authority help me to rebuild my business?



Submission 1248 (Kirstin Garner, August 29, 2014) - Continued

3 of 4

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 1824 El Dorado Drive, Acton Ca 93510 (661)305-6640 Gotpottery@aol.com

In the Aliso Canyon area there are four earthquake fault lines that I am aware of. How will the High Speed Rail Authority protect the public during and after construction during any seismic activity?

How does the High Speed Rail Authority address the sonic boom factor? We live in a community with many horses and horseback riders. We will all be stressed by the sonic booms, and those of us that have invested in horses and horse facilities will no longer be able to ride our horses. It would be a safety hazard. Will the High Speed Rail Authority compensate for the investment lost regarding horse property, horse facilities, and the relocation of our horses and other livestock that cannot handle the stress of the sonic booms?

I would never have chosen to live in an area with pesticide use, such as large conventional farming areas. I now read that the High Speed Rail Authority will use pesticides to maintain tracks. I don't even want to ask what you will do to ensure our safety. The only way to ensure our safety is to not use pesticides. If you do use pesticides will you be able to ensure that the pesticides do not leach into well water? Will you be able to ensure that there are not pesticides drifting in the air?

I would of course like to see the train not come through Acton at all. I would ask that High Speed Rail Authority please re-draw the lines and stay away from the Aliso Canyon area. The Aliso Canyon area is unique. It has run off from the Angeles Forest year round, even during droughts we have a small amount of water left in our many streams, giving life to the wildlife and natural habitats. Again, there are many Native American Artifacts found in our hills and valleys. Please stay away from the untouched Angeles Forest and Aliso Canyon area. If you would like further



Submission I248 (Kirstin Garner, August 29, 2014) - Continued

4084

Palmdale To Burbank Section Scoping Comment Card August 27, 2014 Kristin Garner Meeting Location: Acton 1824 El Dorado Drive, Acton Ca 93510 (661)305-6640 Gotpottery@aol.com

information on many found artifacts please feel free to call me as it may save the Aliso Canyon

and surrounding areas.

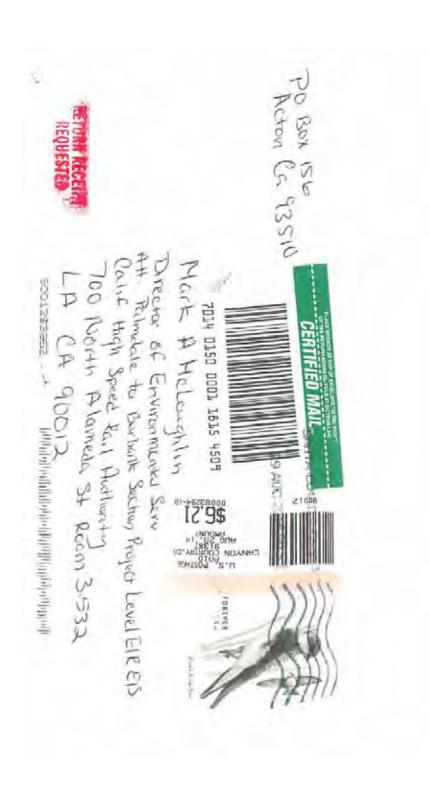
Sincerely,

Kristin Garner a twenty year resident.

Lusterfork

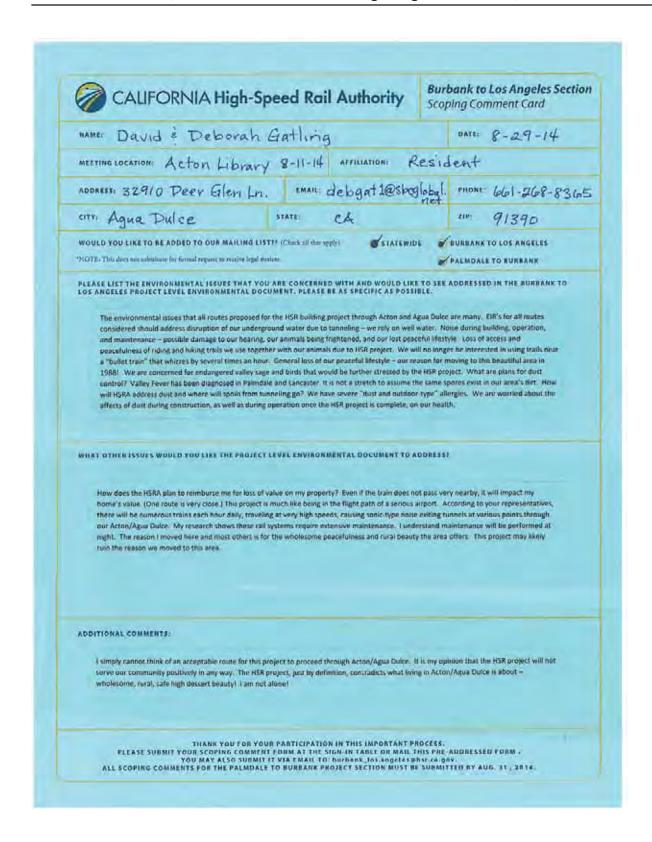


Submission 1248 (Kirstin Garner, August 29, 2014)





Submission 1249 (David and Deborah Gatling, August 29, 2014)





Submission 1249 (David and Deborah Gatling, August 29, 2014)



Submission 1250 (Heidi Geyer, September 12, 2014)

Palmdale - Burbank - RECORD #817 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/12/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Heidi Last Name: Geyer

Professional Title: **Business/Organization:**

Address: 9924 Poole Avenue

Apt./Suite No.:

City: Shadow Hills

State: CA Zip Code: 00000

Telephone:

Email: shpoa@shpoa.us

Cell Phone:

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: FROM Heidi Geyer

Mark A. McLoughlin, Director of Environmental

Mark A. McLoughlin, Director of Environmental ServicesPalmdale_burbank@hsr.ca.govATTN: PALMDALE TO BURBANK PROJECT SECTIONCalifornia High Speed Rail AuthoritySouthern California Regional Office700 N. Alameda, Room 3-532LA, CA 90012 Dear Mr. McLoughlin:I fully oppose this HSR and it's proposed route as it will interfere with water resources, free flowing rivers and natural springs, hiking and horse trails, nature, wild animals and vegetation, as well as possibly cause ruin to communities who have become more than residents and neighbors, they are now family and friends. Sincerely, Heidi Geyer 9924 Poole Avenue Shadow

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Form Letter:

Submission I251 (Richard Gilman, September 8, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Diricel City,

Cc: CHSRA Chairman, Dan Richard



Submission 1252 (Michelle Girion, August 29, 2014)

CALIFORNIA High-Speed Rail Authority

Palmdale to Burbank Section Scoping Comment Card

NAME: Michelle L Girion

DATE: August 29, 2014

MEETING LOCATION: Acton/Agua Dulce Library

AFFILIATION: Resident

ADDRESS: 33107 Dorama Ave EMAIL: Mickione@hotmail.com PHONE: 661.269.0775

CITY: Actor

STATE: CA

ZIP: 93510-1730

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? Yes - Paintdale to Burbank

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

Public Services: Would this project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities? During the long construction period, roadways through our community will be substantially affected, leading to longer driving times for residents and emergency services.

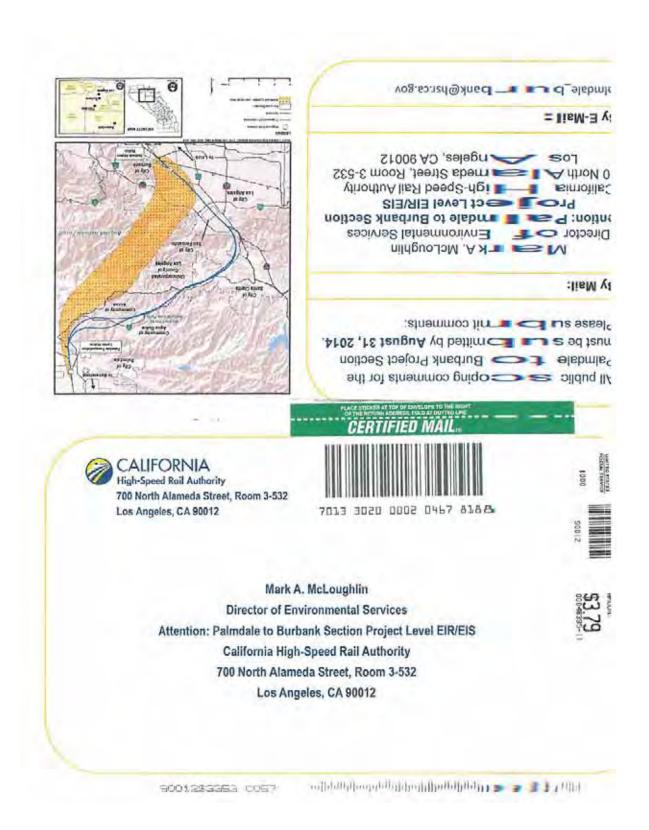
Property Values: How will you insure our homes do not decrease in value once you set your determined route? To say you don't "anticipate" a loss in home values is grossly substantially undervalued. There will be substantial property loss in our town and in my neighborhood whether you take my home by emanate domain or not. I've lived here over 30-years and now, are you telling me in my senior years, my quality of life will be altered? Damages to our properties as well as our community may not surface until years from now. It is not always possible to anticipate all of the problems associated with the High Speed Rail. What future recourse do we have to ameliorate this potential problem?

Safety: Isn't our community going to be at substantial risk for terrorist's activity because of this High Speed Rail? This is a real target to our town – our schools, businesses and homes. Will hazardous waste be transported by way of these tracks? Isn't there a potential for a substantial disaster here in our towns?

Alternative Route: When will the residents of Santa Clarita, Agua Dulce and Acton know if the route proposed by Los Angeles County Supervisor Michael Antonovich will be studied? This route would not impact our communities and has the support of all residents, businesses, schools and Palmdale Mayor, Jim Ledford. It's this a substantial shorter route and would not impact our communities?



Submission 1252 (Michelle Girion, August 29, 2014)





Submission I253 (Roger Girion, August 29, 2014)

CALIFORNIA High-Speed Rail Authority Palmdale to Burbank Section

Scoping Comment Card

NAME. Roger L Girion DATE: August 29, 2014

MEETING LOCATION: Acton/Agua Duice Library AFFILIATION: Resident

ADDRESS: 33107 Dorama Ave EMAIL dtomon@utt.net PHONE 661 269.0775

CITY Acton STATE CA ZIP 93510-1730

WOULD YOU LIKE TO BE ADDED TO DUR MAILING LIST? Yes, - Paintinle in Surbank

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSIBLE.

Aesthetics: If the SR14 East or SR14 Hybrid is chosen, can the whole route be underground to maintain our visual aesthetics of our town? If one of these two routes is chosen, will there be a block wall obscuring our view of the speed rail, or will we have to visually view this massive metal monstrosity?

Air Quality: Off times when large areas of earth are excavated it exposes toxins and or biological hazards (particularly, respiratory) such as Valley Fever. Are you mindful of these health hazards to the residents and their livestock?

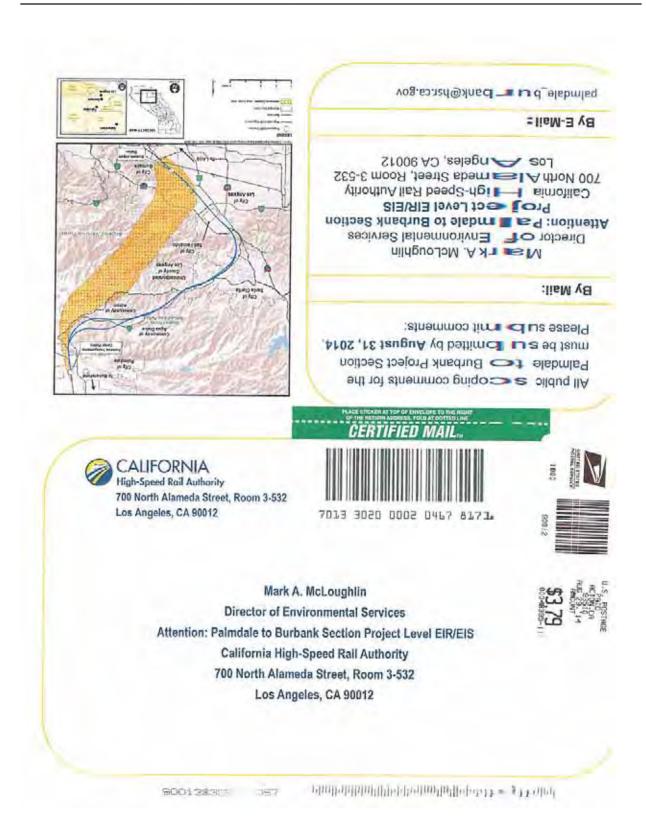
Hydrology And Water Quality. What measures will be taken to prevent land erosion and to adjust for the substantially altering drainage changes in the flow of runoff. When construction occurs around homes and businesses, the runoff substantially afters the existing drainage patterns.

Noise. How will you prevent the exposure of noise levels? Taking an average of the decibel ratings gives a spurious picture of the actual noise level. Our schools, businesses and homes are within a close distance and will be substantially affected by the noise and vibration of metal on metal track.

Population And Housing: How do you propose to alleviate a substantial decline in population when there's a High Speed Rail cutting through our town close to our schools? What potential homebuyer would want to locate their child in this environment?



Submission 1253 (Roger Girion, August 29, 2014)

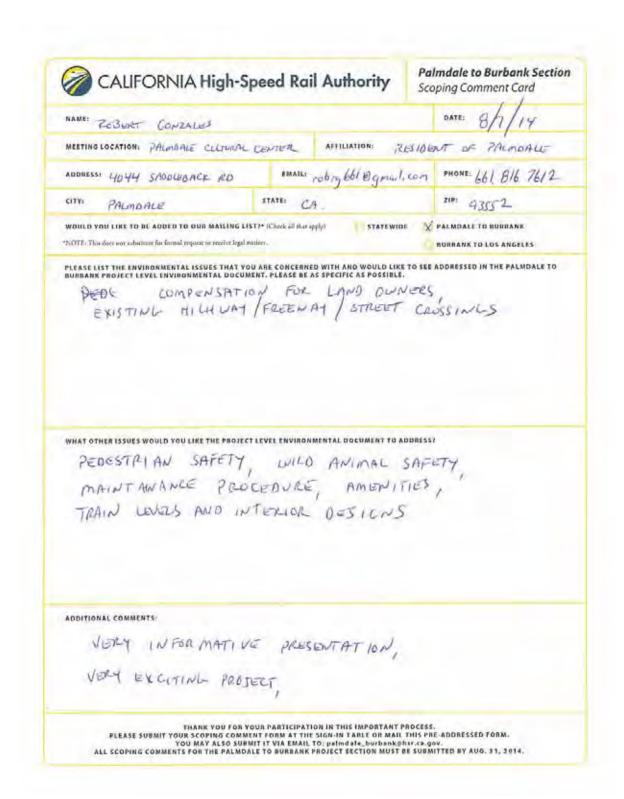


Submission 1254 (Laura Goble, September 1, 2014)

CALIFORNIA High-Speed Rail Auth	ALM SALE Lo Bure Burbank to Los Angeles So Scoping Comment Card
NAME: LAURA YORKE	DATE: 8/31/7.014
MEETING LOCATION: () AFFILIA	and the second s
ADDRESS: 335 = CON PERRODE EMAIL LRAY HE	PHONE: (do) 433. 30
CITY: PALY A E STATE: CR	zip: 03550
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) NOTE: This does not substitute for formal request to receive legal notices.	STATEWIDE DURBANK TO LOS ANGELES PALMDALE TO BURBANK
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIAL PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIAL PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIAL PROJECT LEVEL ENVIRONMENTAL DOCUMENTAL	and the second of the
ADDITIONAL COMMENTS: The boost route would be one or a fection Notice one. This use a have the lear Palato C,	of Themse The August



Submission 1255 (Robert Gonzales, August 7, 2014)



Submission 1256 (Jackie Gonzales, August 25, 2014)

Palmdale - Burbank - RECORD #667 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/25/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Jackie Last Name : Gonzales

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: jacknden@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr McLoughlin
I am writing this letter in support of Mr Antonovich's recommendations regarding the Palmdale Burbank train. I believe the tunnel extension is a much better alternative. There will be much less damage to my community and the noise factor will be nil for our schoolchildren. I would like the preferred alignment to go directly between Palmdale and Burbank. Thus,

bypassing SCV altogether.

Thank you Jackie Gonzales Sent from my iPad

Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

EIR/EIS Comment:

Submission 1257 (Julie Gonzales, August 27, 2014)

Palmdale - Burbank - RECORD #586 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Julie Last Name : Gonzales

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: juliegonzales32@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: No.... on the above ground high speed rail. Families, Businesses,

Communities

will be DIVIDED or Demolished. loss of life and/or quality of life, due to the impact of slower response time from the Police, Fire Department and paramedic services will greatly effect The City of San Fernando's high Geriatric population and Citizens.

The tunnel from Agua Dulce to Burbank in the only option for our community.

Respectfully, Julie Gonzales

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission I258 (Oscar Gonzalez, August 29, 2014)

CALIFORNIA High-Speed	Rail Authority	Palmdale a Burbank Tarjeta de Comentarios de Alcance
NOMBRE: OSCOL DOSSAGEZ		FECHA: 8-28-201
LUGAR DE LA REUNION: Sylmar H.S. U	APILIACION: RES	idente –
DIRECCION 30/6 GODDI St. CO	ORREO ELECTRÓNICO:	384-508 (CA) 49
CHUDAD: Pacoleya ESTADO	o Ca.	CÓDIGO POSTALI DASS
ELE GUSTARÍA SER AGREGADO A NUESTRA USTA DE ENVÍO? (Marque todas las os que correspondan) "NOTA: Esto no sustituye la solicitud formal para recibir avisos legafez.	pcianes TODO EL E	STADO PALMOALE A BURBANK O BURBANK A LOS ANGELES
Nos un a perjudica Leuren dul esta ciupae cone otras cuestiones Le gustaria ver dirigioos en ec	GLOW CLUCKTO	boda enle la Obesidad
COMENTARIOS ADICIONALES:		
Gracias por su particij Por favor, presente sus comentarios de alcance en la También puede enviar aus comentarios de alcan Tudos los camentarios de alcance para la sección del proyecta	ice por correo electrónico a: pai	erree esse formulario predirigido. Imdale, burbankeher.ca.gov.



Submission 1258 (Oscar Gonzalez, August 29, 2014)





Submission I259 (Laura Gonzalez, August 29, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale a Burbank Tarjeta de Comentarios de Alcance
HOMBRE: Lacera Douzelog	FICHA: 8-28-001)
LUGAR DE LA REUNIÓN: Sylmar H.S. V AFILIACIONE RE	sidente
DIRECCION: 13 OID DOLLOSS CORREGELECTRÓNICO:	18980) 897-486
CIUDAD: Parolella ESTADO: Co.	COBIGO POSTALO 133/
¿LE GUSTARÍA SER AGREGADO A NUESTRA LISTA DE ENVÍQ? (Marque todas les opciones que correspondan) *NOTA: Esto no extituye la solicitud formal gara recibir avius legales.	STADO PALMDALE A BURBANK BURBANK A LOS ANGELES
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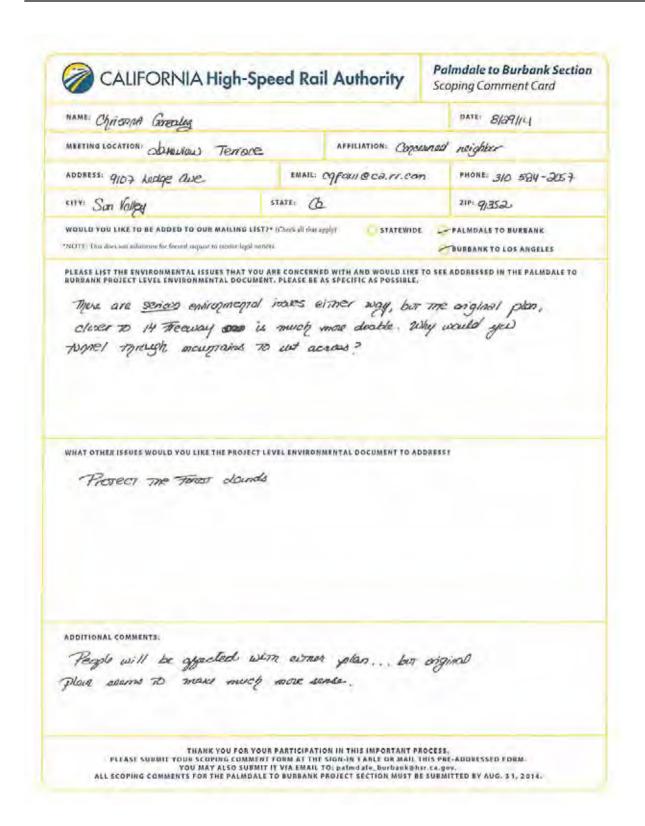


Submission 1259 (Laura Gonzalez, August 29, 2014)





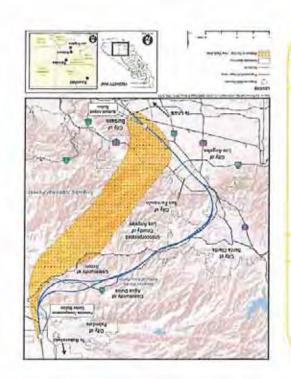
Submission 1260 (Christina Gonzalez, September 2, 2014)



U.S. Department

of Transportation Federal Railroad

Submission 1260 (Christina Gonzalez, September 2, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

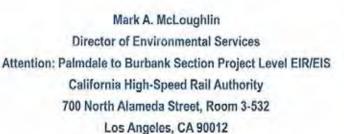
Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA CA PLI 02 SEP 2014 PN S.1



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Submission I261 (Berta Gonzalez-Harper, August 15, 2014)

APPILIATION:	DATE: 8/5/2014
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FMAN.	
JEMINIE:	PHONE
NEATE:	ZIP:
project Bu efer comp	E BURBANK TO LOS ANGELES XE TO SEE ADDRESSED IN THE PALMDALE TO LET if it is LETELY LINDER GROW LET directly
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Submission 1262 (Karen Goodman, August 27, 2014)

Palmdale - Burbank - RECORD #593 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο 8/27/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Karen Last Name: Goodman

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: kgoodleo@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I was appalled to read in the Los Angeles times this weekend the headline "Train Route Option Draws Praise." Then I read who it draws praise from Thain Route Option Draws Praise. Then I read who it draws praise prome the City of Agua Dulce that because of having some political chip (water??) is able to politically deflect this big boondoggle "high speed rail" out of their backyard and into the Shadow Hills area. Then I read the absolutely ridiculous concept is to drill a tunnel through the Angeles Forest through Shadow Hills and into Burbank!

I can tell you the guy with the bright idea, Antonovich, was happy to grandstand but he did not discuss any of this with this community with a plan, specifics, and to first open up the conversation. No - it was just dump the political hot potato here. You should be embarrassed at the map that showed the previous route and then the "new route" which was a gigantic swatch encompassing our entire community! Do you know how offensive that is?

This specific area fought to obtain and will now fight to protect our Scenic Corridor designation. We will also involve all politically savvy environmental organizations to give you all a run for your money.

This isn't the pony express or train stop back in the 1800's where the train station creates a city's renaissance. Train tracks and industrial drilling equals property values plummeting.

You will be taken to task on this project. You just think Agua Dulce and Acton gave you a hard time.

Sincerely Karen Goodman

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1263 (Christopher Gray, August 26, 2014)

Palmdale - Burbank - RECORD #299 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/26/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Christopher Last Name: Gray

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: cgray53@roadrunner.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014 Jeff Morales Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those

communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Christopher Gray

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Opposition to SR 14

Submission I264 (Steve Gray, September 2, 2014)

Palmdale - Burbank - RECORD #418 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 9/2/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Steve Last Name: Gray

Professional Title : Business/Organization :

Address: 27815 Lorjen Road

Apt./Suite No.:

City: Canyon Country

State: CA **Zip Code**: 91387

Telephone :

Email: steve@pkgsys.net

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Attn: Mark A. Mcloughlin

Hello Mark,

I am writing you in regards to the HSR project. I live in the Sand Canyon Area of Santa Clarita, Ca.

I want to express my opinion that the above ground alignment going thru the Sand Canyon Area will have a negative for the surrounding area.

This will impact two schools. The sound that the train will make, is going to impede the ability for the kids to focus and learn properly. The sound, will also have a negative impact on houses close to the tracks, which mine is one of them.

It will also wipe out the community Church that my family attends. There is a job center that is eliminated. Family homes close to the tracks will be razed.

The Sand Canyon area is a community of large homes with property lots

Submission I264 (Steve Gray, September 2, 2014) - Continued

generally in acre plus sizes. This lends to lots of horse people that live in the canyon, and the sound will spook many of the animals.

I hope that you can reconsider the above ground alignment.

Regards

Steve Gray

27815 Lorjen Road

Canyon Country, Ca 91387

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:

Submission 1265 (Laurie Grayem, August 27, 2014)

Palmdale - Burbank - RECORD #622 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Laurie Last Name: Grayem

Professional Title: **Business/Organization:**

Address: 26531 Summit Circle

Apt./Suite No.:

City: Santa Clarita

State: CA 91350 Zip Code:

Telephone: Phone: (661) - 252 - 7400 Email: laurie@canonrecruiting.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

Mr. Mark A. McLoughlin

Director of Environmental Services California High Speed Rail Authority Southern California Regional Office 700 N Alameda, Room, 3-532 Los Angeles, CA 90012

RE: High Speed Rail Negative Impact on Santa Clarita

Dear Mr. McLoughlin,

I have lived in Sand Canyon since 1965. My parents moved with their small children to a quiet equestrian area - willing to pay a bit more for the tranquility and serenity of a beautiful Canyon. My husband and I were fortunate enough to purchase a home in Sand Canyon, where we have lived and raised our children for 26 years.

I have seen many changes in Sand Canyon since 1965 - more people, more cars, less horses - but the beauty and serenity of this very special Canyon remains. It would be a tragedy and have far reaching negative effects to have a high speed train invade this Canyon!

I strongly oppose the proposal of a high speed train cutting through Santa Clarita - and more importantly - Sand Canyon! I believe there are better options available that would have far less harmful impact on this community.

Please take these points into consideration:

The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together

B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.

Submission 1265 (Laurie Grayem, August 27, 2014) - Continued

- C. We definitely oppose the above ground alignment:

 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

 2. Eliminates a community church
- 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community

Laurie Grayem **Director of Operations** Canon Recruiting Group 26531 Summit Circle Santa Clarita, CA 91350
Phone: (661) - 252 - 7400
Fax: (661) - 252 - 7880
Email: Laurie@CanonRecruiting.com<mailto:Laurie@CanonRecruiting.com> Visit us online at:

www.CanonRecruiting.comhttp://www.CanonRecruiting.com

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[cid:image004.png@01CF3F8F.5AA5EB10]http://www.facebook.com/CanonRecruiting[cid:image005.png@01CF3F8F.5AA5EB10]<a href="http://twitter.com/CANONRECRUITING[cid:image006.png@01CF3F8F.5AA5EB10][cid:image007.png@01CF3F8F.5AA5EB10]https://social.icims.com/job/b

oard/index/id/238582>

CONFIDENTIALITY NOTE: This e-mail is intended only for the person to which it is addressed and may contain information that is privileged, confidential or otherwise protected from disclosure. If you have received this e-mail in error, please contact us at 661-252-7400.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter:



Submission I266 (Dawn Greene, August 8, 2014)

Palmdale - Burbank - RECORD #151 DETAIL

Status: Pending Record Date : 8/18/2014 Response Requested: No Submission Date : 8/8/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Dawn Last Name : Greene

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: greened56@aol.com

Cell Phone : Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: This purposed section of the High- Speed Rail Authority is an absolute waste

U.S. Department

of Transportation Federal Railroad

of funding. There are not enough people traveling that route to merit the expense.

Build the Los Angeles San Francisco route first. That's what we voted for.

Sent from my iPad

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1267 (Ernest Greene, August 29, 2014)

Ernest Greene 10550 Pine Hill Drive Shadow Hills, CA 91040 818 353 4051

August 27, 2014

Mark McLoughlin Director of Envronmental Service High Speed Rail Authority Southern California Region 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin,

Building the high speed rail line through Lakeview Terrace and Shadow Hills and the Angeles National Forest is a serious mistake. Like other residents of the area, I will contacting the Sierra Club and other environmental groups to alert them to the possible destruction of an ecosystem that is already fragile after the Kagel fire and the Station fire. Such an enormous project will not only destroy wildlife and natural habitat and cause huge problems with water control in the area, but it will displace one of the few areas where people who are not rich can still live a country lifestyle in the City of Los Angeles.

The communities adjacent to the little footbill residential areas have little in the way of natural recreational facilities in the San Fernando Valley, and the train will cut them off further from the Angeles National Forest spots that are local for them.

As a regular resident of the area, I can assure you that the ground is unstable, slides occur whenever there is more rainfall that usual, and this side of the valley experiences earthquakes fairly often.

There are numerous easements for rail lines through the valley and if it is truly necessary to bring a high speed rail line through, it should utilize one of those existing easements. Of course, in truth, if it is to be built at all, it should simply connect to MetroLink and that line should be upgraded.

How wonderful it would be if the billions of dollars to be spent on the rail line could be spent instead on improving education in California! That is a far more important goal than moving people back and forth in the Internet age when few need to travel for business, and those who do can do it more efficiently by air, for which we already have infrastructure and the ability to efficiently add more of it.

Singerely,

Ernest Greene

Professor of Psychology

University of Southern California



Submission I267 (Ernest Greene, August 29, 2014)





Submission 1268 (Roxanne Greene, Weathertop Farms, August 29, 2014)

Roxanne D. Greene

Weathertop Farms

10550 Pine Hill Drive
Shadow Hills, California 91040-1234
(818)352-7363
cel 818 800 9042
voreene@earthlink.net

August 28, 2014

Mark McLoughlin Director of Envronmental Service High Speed Rail Authority, So. CA Region 700 N. Alameda, Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin,

I find it absolutely incredible that the High Speed Rail Authority would even consider a route going through the Angeles Forest, and the communities adjacent to it for the purpose of getting to Burbank, instead of using existing rail and road easements. The destruction of these areas was enormous when the 210 Freeway was built, and exacerbated the problems occurring each time major rains cause runoff from the severely depleted watershed areas. It is also ironic that it is offense which can lead to a fine for anyone to uproot a yucca base in the Forest area, and yet the rail authority is considering the destruction of every living thing in its path.

This area of the Angeles National Forest is one of the few accessible to all residents of the area, and destroying its closest access and trail network both during construction and with the constant disruption of high speed trains is punishment not only for the residents of the Foothills communities, but also for the other low income adjacent areas of the San Fernando Valley.

To anyone who lives in this area, it is clear that the area along the foothills of the National Forest Involves many wildlife corridors that will be permanently blocked, and many endangered plant and reptile species will likely disappear without the protections in place now which prevent building in the Forest areas. Even if a tunnel were created, the time it would take to do it would be enough to destroy what little we have left. Of course, only a fool would try to tunnel in this region in light of the instability of the ground coupled with earthquakes.

It is shocking to me also that Supervisor Antonovich, who has for years been a so-called champion of the rural and equestrian values that attract people to the foothills, would support the wholesale destruction of the neighborhoods that still support an affordable version of the country life.

I request that if you pursue this questionable project, that you do not use so-called alternative routes, and stick to existing right-of-ways.

Submission I268 (Roxanne Greene, Weathertop Farms, August 29, 2014)





Submission 1269 (Susan Greenfield, August 29, 2014)

August 24, 2014

Palmdale-to-Burbank leg of the high speed rail from Susan Greenfield, 3961 Sourdough Rd, ACTON, CA 93510 TO O: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS, California High Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA, 90012

TO: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS California High Speed Rail Authority 700 North Alameda Street, Room 3-532 Los Angeles, CA, 90012

From Susan Greenfield 3961 Sourdough Road ACTON, CA 93610

Palmdale-to-Burbank leg of the high speed rail

High-speed rail officials have asked members of the public to comment on the proposed corridors, including Antonovich's proposal. Antonovich's needs to be more specific and move his proposal out of the Aqua Dulce Acton community.

Antonovich's proposal would run about 35 miles through the Angeles National Forest. It would go around the Hansen Dam Recreational Area, authority officials say, and include roughly 20 miles of tunnels. The environmental impacts would be enormous," said Kathryn Phillips, director of Sierra Club California, which generally supports the high-speed rail project. "Going through a national forest isn't going to sit well with my members."

In contrast, the other two proposals along the 14 Freeway are about 48 miles long and generally follow the highway and a San Fernando Valley railroad right-of-way used by the Metro link commuter line. About 18 to 20 miles of tunneling and more than 20 grade separations would be necessary if either was chosen.

Both corridors would begin at the Palmdale Transportation Center and end at the Burbank Airport Station, a developing transportation hub.

Eliminating conflict with Acton, Agua Dulce and Sand Canyon communities would reduce its costs and travel times bu taking a direct route from Burbank to the destination location.

Shanghai's 30-kilometre maglev railway has seen its business so pummelled by the expansion of the city's metro system it is increasingly becoming a white elephant, leaving city officials red-faced. White elephant is an idiom for a valuable but burdensome possession of which its owner cannot dispose and whose cost (particularly cost of upkeep) is out of proportion to its usefulness or worth. This was the world's first commercial magnetic levitation



Palmdale-to-Burbank leg of the high speed rail from Susan Greenfield, 3981 Sourdough Rd, ACTON, CA 93510 TO O: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS, California High Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA, 90012

railway, built at a cost of about 10 billion yuan, was touted by Shanghai as the envy of the world and proof of its commitment to the latest and best in technology. It is now a white elephant, leaving city officials red-faced.

California would certainly benefit from having a passenger rail system that connects its major population centers. It does not necessarily need to be high speed, but it should be reasonably swift, safe, comfortable, clean, frequent, direct, reliable, cost-effective to build and alfordable to ride without major subsidy. The bullet train, originally conceived to take many of the roughly 6 million people annually flying between the Bay Area and Southern California out of the sky, has become the latest commuter rail to the Antelope Valley. We get it that "Now is the time to provide high-quality public transportation, not just for local journeys by subway and light rail but also longer regional trips." A direct line from L.A. to the Bay Area, following the Interstate 5 corridor, is needed. This would have far less impact on private land, would be cost-efficient to attract private investment and, at less than three-hour travel times, would meet the expectations of voters who approved this project in 2008. Electrified rail would save on fuel costs and over the long term serve the growing intrastate market far more efficiently than air travel.

Valley Fever (coccidioidomycosis, or cocci) is caused by the soil-dwelling fungus. Coccidioides immitis. The tiny seeds, or spores, become wind-borne and are inhaled into the lungs, where the infection starts. Antelope Valley is well know for its powerful winds 6 months. or more annually. Hundreds of inmates have contracted Valley fever in recent years in an epidemic that has plagued state prisons in the Central Valley. The disease I has contributed to the deaths of more than 30 inmates since 2005. Typically, symptoms of the disease include fatigue, fever, cough, night sweats, a shortness of breath and a rash on the upper body or leds. The state spends more than \$23 million each your treating immates atricken by the disease - S9 million for hospital care, \$2.4 million for antifungal care and \$12 million guarding the patients -(nearly \$55 million) and soon may be paying much more because of a senes of lawsuits by inmates claiming that their incarceration has resulted in a life sentence of pain and illness The latest suit, filed earlier this month in federal court in Sacramento on behalf of 58. current and former inmates, accuses the state of knowing for years that its Central Valley prisons were incubators for the incurable sickness, but doing nothing to address the problem The state has imposed on inmates "a lifelong, crippling, and sometimes fatal disease in addition to their lawfully determined sentences," the suit claims.

Read more here: http://www.sachee.com/2014/07/28/6586557/lawsuits-over-vailey-feverpile.ntml#storylink=cpy

NASA's Dryden Flight Research Center is known for aircraft and science research, but a recent center-funded study is examining an air-borne disease found in the Mojave Desert. Microscopic spores found in the soil of the arid regions of California and Arizona can lead to a serious fungal intection called Valley Fever, also known as coocidioidomycosis. Reported Valley Fever cases in the Antelope Valley Increased 545 percent when comparing 2000 –



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2003 to 2008 – 2011 according to Ramon E. Guevara, Ph.D., epidemiologist with the County of Los Angeles Department of Public Health.

[NASA's Dryden Flight Research Center has been officially redesignated as the NASA Armstrong Flight Research Center as of March 1, 2014.] David D. McBride is director of NASA's Armstrong Flight Research Center at Edwards, CA. He oversees all aspects of Center management, strategy and operations at NASA Armstrong, one of the 10 field centers of the National Aeronautics and Space Administration.

Read More About It Here: http://theavtimes.com/2013/06/18/nasa-dryden-funding-supportsvalley-fever-research/

When soils containing the fungus are disturbed and dust is raised, spores may be inhaled with the dust. Dust disturbing activities include, the wind, construction, farming, among others.

Once inside the lung, the spore transforms itself into a larger, multi cellular structure called a spherule. The spherule continues to grow and will eventually burst, releasing endospores which develop into new spherules, and then repeats the cycle (Figure 1).

Valley Fever is a sickness of degree. Valley Fever (coccidioidomycosis, or cocci) is caused by the soil-dwelling fungus, Coccidioides immitis. The tiny seeds, or spores, become wind-borne and are inhaled into the lungs, where the infection starts. When soils containing the fungus are disturbed and dust is raised, spores may be inhaled with the dust. Dust disturbing activities include, the wind, construction, farming, among others. Once inside the lung, the spore transforms itself into a larger, multi cellular structure called a spherule. The spherule continues to grow and will eventually burst, releasing endospores which develop into new spherules, and then repeats the cycle (Figure 1).

Of all the people infected with Valley Fever, one or more out of 200 will develop the disseminated form, which is devastating, and can be fatal. These are the cases in which the disease spreads beyond the lungs through the bloodstream - typically to the skin, bones and the membranes surrounding the brain, causing meningitis. About 60 percent of the people who breathe the spores do not get sick at all. For some it may feel like a cold or flu. For those sick enough to go to the doctor, it can be serious, with pneumonia-like symptoms, requiring medications and bed rest.

Of all the people infected with Valley Fever, one or more out of 200 will develop the

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disseminated form, which is devastating, and can be fatal. These are the cases in which the disease spreads beyond the lungs through the bloodstream - typically to the skin, bones and the membranes surrounding the brain, causing meningitis.

The state of California remains focused on keeping job creation as a principal goal of the high speed rail program [electricians, pipe fitters or sheet-metal workers, creation of manufacturing the high-tech aluminum trains the rail system will use that would be manufactured in US and not in other countries]

Planners are adding a Los Angeles County segment between Burbank and Palmdale to address concerns that construction was starting in the Central Valley. On a project of this size and scope, it was always crucial to prioritize building segments that could provide useful transportation on their own while the rest of the system gets built.

The current proposals on the table between Burbank and Palmdale is a misallocation of precious cap-and-trade money. Striking thru towns such as Aqua Dulce, Action is an abomination.

California Endangered Species Act, CESA includes and is not limited to mammals, reptiles, birds, plants]. There are many species of animals in the Aqua Deluce and Acton area that are protected. Going through Aqua Dulce and Acton communities and surrounding areas would be in direction non compliance of this act.

Now is the time to provide high-quality public transportation, not just for local journeys by

Acton does not have the lack the infrastructure to support this development and ongoing support [hospital, fire dept size, police dept, first aid , ambulances] and it's infrastructure would be stretched. Lawsuits are a foregone conclusion for California high-speed rail -waste of money for poor planning and communications

During the prolonged California drought from 1985 to 1992, the metropolitan area of Lancaster and Palmdale and the unincorporated area of Antelope Acres were inundated with wind-blown fugitive dust emitted from disturbed upwind areas of the western Antelope Valley. As the soil continued to dry and weedy annual vegetation diminished, the blowing dust worsened each year with one of the worst episodes occurring in 1991, producing a 24-hour recorded PM10 concentration of 780 µg/m3 in downtown Lancaster. In response to the increasing severity of wind-blown dust and persistent



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particulate air quality violations, a locally based multi-agency working group, the Dustbusters Task force, was organized and convened to formulate dust mitigation strategies. The Task force consists of local farmers, representatives from academia, private consulting companies and research institutes, the California Air Resources Board, the South Coast Air Quality Management District, the Mojave Desert AOMD, the Antelope Valley AQMD, the USDA Natural Resources Conservation Service, the Antelope Valley Resource Conservation District, the City of Los Angeles Department of World Alroots, the University of California cooperative extension farm advisor, the Antelope Valley Resource Conservation District, the Desert Mountain Resource Conservation and Development Council, Honda, and the Southern California Edison Company.

California's official state mineral is serpentine, a source of chrysotile asbestos. Asbestos is typically found in areas with volcanic mountains and earthquakes, and California is known for both. Early people groups who populated the area lived lightly on the land and did not disturb the serpentine rock, but with today's rampant population growth and demand for housing, communities such as El Dorado Hills, located east of Sacramento, have seen a big rise in construction activity and as a result more asbestos fibers in the air. Chrysotile or white asbestos is the most commonly encountered form of asbestos,[1] accounting for approximately 95% of the asbestos in place in the United States[2] and a similar proportion in other countries.[3] It is a soft, fibrous silicate mineral in the serpentine group of phyllosilicates as such, it is distinct from other asbestiform minerals in the amphibole group.

There are two major groups of fibers, the amphiboles and chrysotile fibers. Chrysotile (white asbestos), also called "Serpentine" fibers, are long and curled. The amphiboles, long straight fibers (Including actinolite, amosite, anthrophyllite, crocidolite, and tremolite) are much more likely to cause cancer of the lining of the lung (mesothelioma) and scarring of the lining of the lung (pleural fibrosis). Either group of fibers can cause disease of the lung, such as asbestosis. Depending on their shape and size, asbestos fibers deposit in different areas of the lung. Fibers less than 3 mm easily move into the lung tissue and the lining surrounding the lung (pleura). Long fibers, greater than 5 mm (1/5 inch), cannot be completely broken down by scavenger cells (macrophages) and remain in the lung tissue. These asbestos libers can cause inflammation. Substances damaging to the lungs are then released by the cells of inflammation that are responding to the foreign asbestos material. The persistence of these long fibers in the lung tissue and the resulting inflammation seem to initiate the process of cancer formation.

As inflammation and damage to tissue around the asbestos fibers continues, the resulting scarring can extend from the small airways to the larger airways and the tiny air sacs (alveoli) at the end of the airways. Some of these fibers can move to the surface of the lung where they form plaques (white-gray regions of scarred tissue) in the tissue lining of the lung (pleura). In severe cases of asbestosis, scarring of both the lung and its lining tissue can occur.

Read more: http://www.mesothelioma.com/asbestos-





Submission 1269 (Susan Greenfield, August 29, 2014) - Continued

Palmdale-to-Burbank leg of the high speed rail from Susan Greenfield, 3961 Sourdough Rd, ACTON, CA 93510 TO O: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS, California High Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA, 90012

exposure/states/california/#ixzz3BHBFDLZV

"Pleural mesothelioma is a rare, aggressive cancer that develops in the thin layer of tissue surrounding the lungs known as the pleura. The disease is caused primarily by the inhalation of microscopic asbestos fibers. Once these fibers are inhaled, they can become lodged in the lining around the lungs. The fibers accumulate in the body, and can ultimately lead to cancer. It's the most common of the four types of mesothelioma, accounting for about 75 percent of all cases diagnosed annually in the U.S. More than 2,000 people are diagnosed with this pleural cancer each year. A majority of these cases are traced to occupational exposure to asbestos, which put factory workers, shippard workers, mechanics and construction workers at the highest risk. Keep in mind, it can take anywhere from 10 to 50 years after exposure for the cancer to develop. Mesothelioma is one of the most aggressive types of cancer and can quickly metastasize from its origin into the lungs, abdominal cavity, and lymph nodes. As a result, very few mesothelioma patients go into remission

Read more: http://www.mesothelioma.com/mesothelioma/gropnoais/#ixzz3EHCrDDYa

A lifetime HVAC worker from North Carolina received a \$3.6 million settlement. Shippard worker and engineer from Nevada received \$2.9 million settlement. Engineer from Missouri received \$3.9 million settlement.

Wisconsin man with lifetime navy asbestos exposure received \$2.9 million settlement. Plastics factory worker from lower received \$2.5 million settlement.

Powerhouse worker from Illinois received \$2 million settlement.

St. Louis area man and his family received a \$3.5 million settlement after he was diagnosed with mesothelioma, a deadly asbestos cancer.

A Montana man's family received a \$4.9 million settlement after ne was exposed to asbestos and contracted pleural mesothelioma, a deadly cancer that attacks the lining of the lungs.

See http://www.simmonstrim.com/mesothelioma/?
min_campaign=477bcc77b5e0e7134aca1i329fbb7h07&keyword=mesothelioma
%20cases&utm_source=Google&utm_medium=CPC&utm_campaign=Mesothelioma
California

The Lanier Law firm [which Represents Clients in all 50 States] has recovered over \$400 million for mesothelioma and asbestos victims. The Lanier Law Firm has won over \$400 million in jury awards and settlements on behalf of the victims of mesothelioma and other asbestos-related diseases. The Lanier Law Firm has won over \$400 million in jury awards and settlements on behalf of the victims of mesothelioma and other asbestos-related diseases.

Senator Luther E. Gibson, of Solano County, had served in the California State Senate since





Submission 1269 (Susan Greenfield, August 29, 2014) - Continued

Palmdale-to-Burbank leg of the high speed rail from Susan Greenfield, 3961 Sourdough Rd, ACTON, CA 93510 TO O: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS, California High Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA, 90012

1948.

On January 27, 1965, he introduced Senate Bill No. 265 (SB 265) in the Senate designating native gold as California's official state mineral and serpentine as California's official state rock.

Serpentine was described as a spotted, mottled mostly dull green rock resembling a serpent's skin. It was found in California but was not unique to the state.

The green serpentine was considered an attractive rock, suitable for ornamental stone-work. Polishing could produce a marble-like sheen.

Often referred to as verde antique or serpentine marble, it was used to craft small items such as bookends and paper weights and also used for decorative elements on buildings throughout the state.

Serpentine also served, and serves, as a host rock for minerals such as chromite, magesite, cinnabar, and chrysotile asbestos.

In an April 14, 1965 letter to Governor Edmond G. Brown, urging the Governor's approval of Senate Bill No. 265, DeWitt Nelson, and Director of the California Department of Conservation wrote:

"Although serpentine is not unique to California, it is by no means widely distributed elsewhere; and in many states does not exist at all. Serpentine indirectly is of great economic importance to California. It is a host rock for the state's newest and most rapidly—growing mineral industry—asbestos, now bringing in several millions of dollars annually. It is an attractive rock, selected varieties of serpentine make good cutting material and is used for bookends, paper weights, etc. Designating serpentine as the state rock will increase the market for such items and improve the local economy in a number of places."

The issue of whether exposure to chrysotile asbestos alone, without contamination from amphibote asbestos, causes lung cancer and mesothelioma was investigated in a 25-year longitudinal study (1972–1996) in Chonggin. China. The study cohort comprised 515 male asbestos plant workers exposed to chrysotile only, the control cohort included 850 non-dust-exposed workers. The results of analysis in which the proportional hazards model was used indicated that mortality due to all causes, all cancers, and lung cancer was related to asbestos exposure; the relative risks, adjusted for age and smoking, were 2.9.4.3, and 6.5, respectively. Fiber concentrations in the raw material section and the textile section of the plant were 7.6 and 4.5 fibers/ml, respectively. Because of differences between the study and control plants, the subtres also compared various sections of the asbestos plant that had different levels of dust exposure. The adjusted relative risk of lung cancer was 8.1 for workers exposed to high versus low levels of asbestos. Two cases of melignant mesothelioms, one pleural and the other peritoneal, were found in the asbestos cohort. These results These results suggest that heavy exposure to pure chrysotile asbestos alone, with negligible amphibote contamination, can cause lung cancer and malignant mesothelioma in exposed workers.

The concept of building a 6 lane wide overhead pass without dose range of Acton's only high school is troublesome. Our



Submission I269 (Susan Greenfield, August 29, 2014) - Continued

Palmdale-to-Burbank leg of the high speed rail from Susan Greenfield, 3961 Sourdough Rd, ACTON, CA 93510 TO O: Mark A McLoughlin, Director of Environmental Services Attention: Palmdale to Burbank Section, project Level EIR/EIS, California High Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA, 90012

teen's learning at critical times in their lives will be severely impaired.

These are but a few considerations that regional Planning needs to consider long and hard with regard to piercing a hole for a high sped bullet train through the hearts and bodies of the Acton community.

Susan Greenfield.

Questions, I may be contacted 1-861-209-2287

Regards

Susan Greenfield 3961 Sourdough Rd Acton, Ca 93510



Submission I269 (Susan Greenfield, August 29, 2014)





Submission 1270 (Angel Griesel, August 27, 2014)

Palmdale - Burbank - RECORD #612 DETAIL Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Angel Last Name: Griesel Professional Title: **Business/Organization:** Address: 28680 Placerview Trail Apt./Suite No.: City: Santa Clarita State: CA 91390 Zip Code: Telephone: (818) 383-8149 > Email: angelgeewhiz@gmail.com Cell Phone: **Email Subscription:** Add to Mailing List: Stakeholder Comments/Issues: > From: Angel Griesel <angelgeewhiz@gmail.com>
 > Subject: High speed rail
 > Date: August 26, 2014 at 11:45:30 AM PDT
 > To: scvtaskforce@gmail.com
 > Cc: palmdale_burbank@hsr.ca.gov > PLEASE: > Support The preferred alignment direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor We definitely oppose the above ground alignment:
 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
 2. Eliminates a community church
 3. Eliminates houses and negatively impacts neighborhoods > 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita > 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita > 5. Eliminates a job center approved for our community > As a Real Estate Broker this has a HUGE impact on my buyers and sellers and we can not let this happen!! > Your impact will impact the lives of the residents of the Santa Clarita Valley. We are counting on you! > Angel Griesel > Kellar-Davis, Inc > Homeowner 28680 Placerview Trail > Santa Clarita, CA 91390

Submission 1270 (Angel Griesel, August 27, 2014) - Continued

> (818) 383-8149 > angelgeewhiz@gmail.com

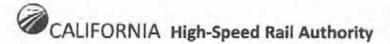
EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I271 (Thomas Griffin, August 25, 2014)



Palmdale to Burbank Section Scoping Comment Card

NAME: Thomas S. Griffin

DATE August 25,

MEETING LOCATION Actor Community Club AFFILLATION Home Owner

ADDRESS: 12000 Anteros Dr. EMARL Scottandalens @ MSD. PHONE 661-268-0230

om Agua Dulce

STATE: CA

DP: 91390

WOULD YOU LIKE TO BE ADDED TO DUR MAILING LIST?* (Check all that apply)

STATEWIDE

> PALMDALE TO BURBANK

BURBANK TO LOS ANGELES

*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ERVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMIDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

I am extremely concerned about the high negative impact the project will have an sensitive species: Caliberra quail, horned toad, leangardo rat, and read ranner. There are scattered stouts of preteted Manzanita. Actor is home to the Shambalo greserue, an exotic teline rescue. How is the Authority planning to work around the viewly approved Wildlife Conider South of Actor? WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL EXCLUSIONS

The High speed Rail project will have source economic and social impacts upon the communities of Auton and Agua Dulie. Many Acton property owners will be displaced, and property values throughout Acton and Agua Dulie will be depressed. Families will not want to move to these communities, and will not want to send their children to the local schools.

ADDITIONAL COMMENTS:

Most of Acton and all of Agua Duleo depends on well water for residential and agricultural needs. Trenshing and tunneling through Acton tould produce high negative impacts in the ground water supply reducing or eliminating residential wells.

THANK YOU FOIL YOUR PARTICIPATION IN THIS IMPORTANT PROCESS:
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <u>paimdale_hurbank@frir_cu.co.</u>
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

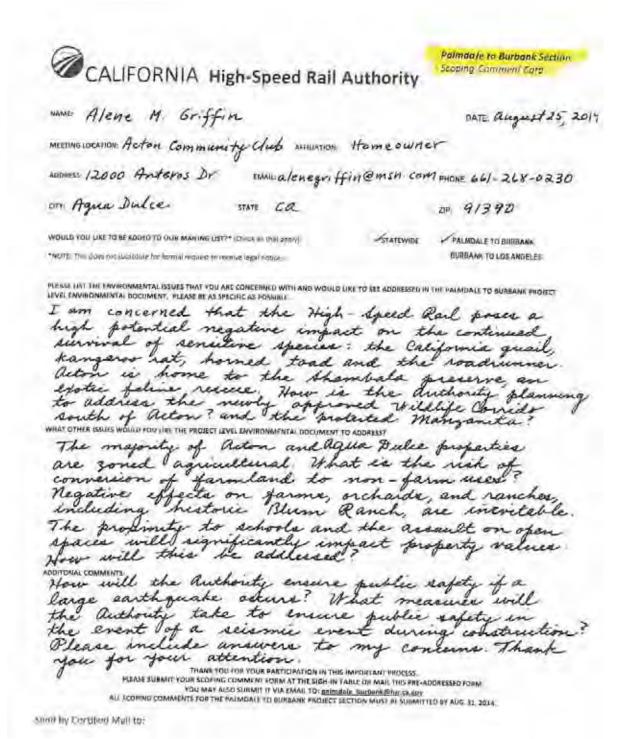
Send by Certified Mail to:



Submission I271 (Thomas Griffin, August 25, 2014)

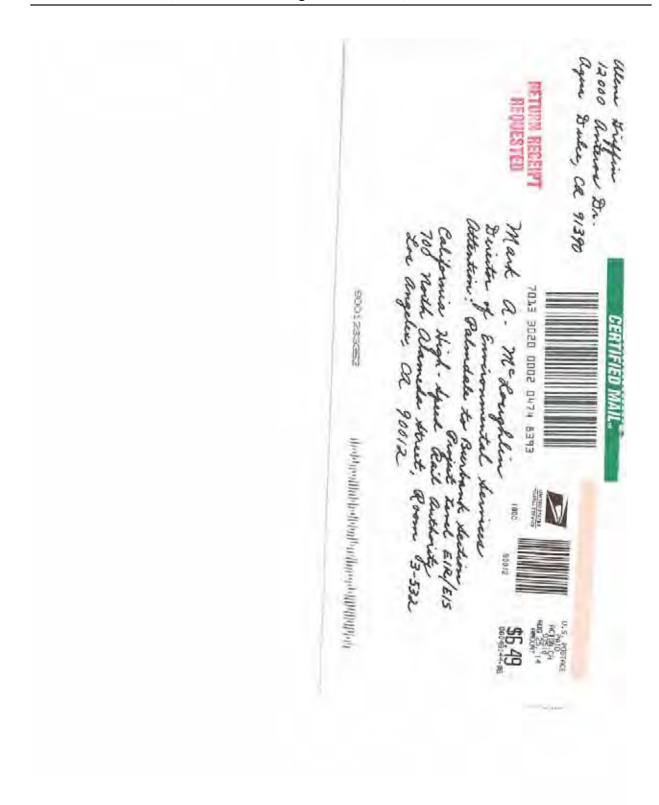


Submission 1272 (Alene Griffin, August 25, 2014)





Submission 1272 (Alene Griffin, August 25, 2014)





Submission 1273 (William Grindley, August 29, 2014)

Mark A. McLoughlin, August 29th 2014
Director of Environmental Services
ATTN: Palmdale to Burbank AND Burbank to Los Angeles
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

SUBJECT: Palmdale to Burbank AND Burbank to Los Angeles

Dear Mr. McLoughlin:

Your group is doing a scoping study concerning the environmental review between Palmdale and Burbank and onward to Los Angeles.

City Councils along that route are concerned about the speeds the high-speed train be going through their cities. I enclose the results of my analysis I that indicates the high-speed train will be going through the cities along the route at high speed, which will probably be objectionable (including unsafe) for many of these urban areas.

I therefore ask you to consider this issue and the results of my analyses, which accompany this letter.

Paul Jones

Copies:

Acton Town Council
Agua Dulce Town Council
Burbank City Council
Los Angeles City Council, Seventh District
Palmdale City Council
San Fernando City Council
Santa Clarita City Council
Van Nuys Neighborhood Council



Submission 1273 (William Grindley, August 29, 2014) - Continued

Table accompanying 29 August 2014 letter from Paul Jones to Mark McLoughlin of the California High-Speed Rail Authority

HSR TRAIN SPEEDS THROUGH SELECTED SOUTHERN CALIFORNIA CITIES *			
mph = miles per hour			
	Southbound	Northbound	
City	HSR Trains	HSR Trains	
Palmdale	210 mph	220 mph	
Soledad	220 mph	155 mph	
Newhall	220 mph	200 mph	
San Fernando	220 mph	175 mph	
Burbank	220 mph	160 mph	

^{*} Source: Memorandum by Frank Vacca of February 11, 2013 to Jeff Morales, CEO, California High-Speed Rail Authority, Titled: Phase 1 Blended Travel Time. Also incorporated into the court Declaration of Frank Vacca

Submission 1274 (Stanley and Mary Guess, August 29, 2014)

Palmdale - Burbank - RECORD #489 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Stanley Last Name: Guess

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: stanleyguess@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

We are writing this letter to express our vehement opposition to the CHSRA's vague and non-specific Alternative Corridor - New Study Area proposed for the Palmdale to Burbank Project Section. We believe it is irresponsible for the Authority to release a vague and non-specific map showing almost 500 square miles to potentially be in the path of high speed rail and putting so many people under that cloud.

Shadow Hills, the community that we've called home for more than 17 years, appears to be right in the path of the Alternative Corridor, and we are opposed to any of the lines going through the Angeles National Forest, the Big Tujunga Wash (both treasured and protected outdoor recreation areas enjoyed by members of this community and others) or Shadow Hills, a highly unique rural area in the City of Los Angeles where residents can enjoy a country lifestyle.

To avoid impacting sensitive and protected environmental areas or residential communities, the lines should run through industrial and commercial zones.

The route initially proposed to follow CA-14 and I-5 is so much more sensible and far superior in many ways, not the least of which is the reduced cost to the taxpayers over the cost of the proposed path through the Alternative Corridor. The multitude of environmental obstacles posed by high speed rail using the Alternative Corridor is economically infeasible, especially in light of the current and potentially future economic uncertainty in this country and around the world.

While the environmental and economic issues stated above are very important to us, so is the impact the proposed Alternative Corridor could have upon Shadow Hills. This is one of only a few surviving rural communities in the City of Los Angeles where residents can raise farm animals of all kinds and horses abound. A high speed train going through this community of several thousand people in any way would destroy our quiet country lifestyle (the main reason we live here). Construction in the area, including noise and pollution, would impact heavily on our community and many residents would

Submission 1274 (Stanley and Mary Guess, August 29, 2014) - Continued

leave as a result. Every property in the community would lose the tremendous value that the homeowners have worked hard for decades to achieve and maintain. The noise and vibrations caused by construction and perhaps the trains themselves would cause undue stress on the multitude of animals nearby, which would cause affected homeowners to find a more suitable location to raise their animals. Before long, Sunland Boulevard would no longer be a scenic thoroughfare; instead, as time goes on, it would run through a slum and this area would become a problem for law enforcement officials. Most local businesses would close up and as the area slipped into decay, even more of the area's responsible residents would leave for a more suitable environment away from the City of Los Angeles and the city would lose one more desirable place to live.

Our home and business are situated within 300 feet of Sunland Boulevard and we raise poultry, so the current proposal for the Alternative Corridor is even more opposed by us because we live here for the country lifestyle this community affords us, and a high speed rail going through Shadow Hills would destroy this highly unique rural community.

Sincerely,

Stanley V. Guess Mary J. Guess

cc:Councilman Fuentes Supervisor Antonovich Supervisor Yaroslavsky Mayor Garcetti Assemblyman Bocanegra Congressman Schiff

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1275 (Sherin Guirguis, August 31, 2014)

Palmdale - Burbank - RECORD #391 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Sherin Last Name: Guirguis

Professional Title : Business/Organization :

Address: 33530 Hubbard Rd

Apt./Suite No.:

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: seguirguis@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Public Comment on HSR Project

August 2014

To the Board of Director of the California HSRA.

We are writing to you today to voice a our strong and determined opposition to the construction of a high speed rail system through the town of Acton, CA. The disadvantages of this project and it's devastating effect on our family, our community, the rural environment and our entire way of life far out weighs any projected commuter efficiency.

Our Concerns:

Based on the maps posted on your site it appears that you plan on slicing through the heart of our town of Acton, CA. Additionally, two of the three proposed routes appear go through or just along our property line. We specifically chose to invest our retirement funds in property far away from the freeway to avoid the pollution, noise and blight of this type of infrastructure. In a town like Acton, there is an expectation of peace, quiet, clean air and open space. What will happen to our well, our air quality, the open spaces we so cherish and the wildlife here?

Water We are living off well water and we spent a great deal of time and energy to make sure that our well is sufficient for our needs and survival here. The construction of the HSR would effectively cut us off from our life source. How are we expected to live here with our access to water? We simply can not afford to truck it in. Not to mention that trucking water in to everyone would mean even more noise and pollution in our town.

Pollution/Environment One of the main reasons we live here is that our father is a recovering heart patient (he had quadruple bypass in 2010) and a diabetic. Access to clean air and open space is essential to his well being and health. The introduction of pollution and dirt during construction and as the trains speed by our land would cause irreparable harm to his health and could cause many sever complications and additional medical conditions. Additionally, the wide array of wildlife in our area (birds, coyotes, frogs, rabbits, bees etc.) would be impacted adversely and permanently.

Submission I275 (Sherin Guirguis, August 31, 2014) - Continued

Noise Levels The peace and quite of our town are a major component of our life here. The stress and disruption of having these extremely noisy and dangerously speeding trains along our land and during the construction would cause us to be unable to us our land in it's intended way. As a peaceful sanctuary and retreat for our retiring and recovering family

Economics Based on the proposed economic costs of the construction project, the extremely high prices of the tickets to travel along the route this project, the externely high prices of the tickets to traver along the route this project would be a huge economic burden on us the tax payers. The potential benefit to a small number of affluent commuters would have a slight improvement on their commute, but at a cost that is too high and devastates the lives and livelihoods of the majority of people who live along or near the route. We will gain no short or long term benefit from this project and we will be affected adversely and permanently. If this project goes through our proportion will be directed and we may be driven into backgruptory. property values will be divested and we may be driven into bankruptcy.

In Conclusion:

In Conclusion:

We have invested our life saving and our entire retirement fund into our home/property in beautiful Acton, CA. The HSR project will effectively devastate our health, our economic situation and our dream of a healthy and safe retirement. We urge all those involved to take into honest and serious consideration the devastating effect this project will have on our life and the lives of many of our neighbors along this proposed route. We invite you to wisit our town and not far yourself the real cost that would be neight. visit our town and see for yourself the real cost that would be paid.

Sincerely,

Hany and Sanaa Guirguis Tamer Guirguis & Family, Sherin Guirguis & Family

The Guirguis Families 33530 Hubbard Rd Acton CA 93510 United States

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project:

Form Letter:

Submission 1276 (Suzanne Guldimann, September 2, 2014)

Palmdale - Burbank - RECORD #419 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 9/2/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Suzanne Last Name: Guldimann

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

 State :
 CA

 Zip Code :
 00000

 Telephone :
 310-457-0815

Email: s.guldimann@gmail.com

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr McLoughlin,

I do not live in the Acton area but it is one of my favorite places to hike and enjoy nature. I was appalled to learn that a tunnel under the San Gabriel Mountains is once again being proposed as an option for the San Franciscoto-Los Angeles high-speed rail train's Southern California segment

According to news accounts, the proposal to take the train underground was rejected as a possibility during the 2012 environmental review process for the project, on the basis that:

"Operational, maintenance and safety issues and high capital and operational costs associated with tunnels, tunneling is only considered when the topography of the ground makes it necessary or there is a major significant impact which cannot be mitigated in any other way."

The official PEIR, located at

http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_LA/Palmdale_to_LA_SAA_Report_Sylmar_Palmdale_Subsection_5_3_12.pdf , states:

"The impacts from an at-grade/aerial option through Sand Canyon that cannot be mitigated by developing alternative above ground options are not sufficiently severe to make [tunneling] a reasonable option to consider."

The situation in Sand Canyon clearly does not meet the necessary criteria for tunneling, so why is it still being considered?

The negative impact to impact 5,400 linear feet of streams and creeks and Palmdale and Una lakes is unacceptable. The geological risk of tunneling through seven miles of extensive faulting and potentially unstable geology is unacceptable. The ecological damage to critical wildlife habitat and recreational areas is unacceptable.

I have been an environmental reporter for the Malibu Surfside News for the past seven years and have a wide experience of environmental and

Submission 1276 (Suzanne Guldimann, September 2, 2014) - Continued

development issues. The Acton portion of the proposed train route would never pass California Coastal Commission review if the proposal was for an area located in the Coastal Zone. And yet, the environment of Sand Canyon and the San Gabriel Mountains is just as fragile and significant as the coast, and just as deserving of adequate protection.

I have enough experience to know with certainty that the tunnel proposal will be met with legal challenges and that any legal challenge on the basis of CEQA will have a good chance of derailing this poorly conceived option.

Please reject the tunnel alternative in favor of a less environmentally damaging option.

Thank you.

Very truly yours,

Suzanne Guldimann

* * *

Suzanne Guldimann Writer and Artist The Malibu Post: http://themalibupost.blogspot.com The Malibu Surfside News: http://www.malibusurfsidenews.com 310-457-0815 | s.guldimann@gmail.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission I277 (Ethan Guthrie, August 12, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME Ethen Guthic	DATE: 8/12/2014
MEETING LOCATION: Sylmed AFFILIATION:	
ADDRESS: 28519 SILVENCING TIL EMAIL SHOW SUHLING	(es) PHONE: (661) 263-665t
CITY SOURTS Clarity STATE CA	zipi 91390
*NOTE: This does not substitute for formal request to receive legal notices.	WIDE PALMDALE TO BURBANK SURBANK TO LOS ANGELES
Futting up sound barriers to Januare sound what other issues would you like the project level environmental document:	
ADDITIONAL COMMENTS:	



Submission 1278 (John Gutierrez, August 27, 2014)

Palmdale - Burbank - RECORD #279 DETAIL

Status: Pending Record Date : 8/28/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: John Last Name : Gutierrez

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: State:

CA Zip Code: 00000

Telephone:

Email: montanajohng@socal.rr.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: No on the current HSR proposal. If you want a real high speed rail system, like they have in Europe and Asia, put it up the middle of I 5 from San Diego to Vancouver. John Gutierrez

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to SR 14, In Opposition to Alternative Corridor



Submission 1279 (Ysidra Gutierrez, September 9, 2014)

September 9, 2014

Sent Via Email

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High-Speed Rail Authority 700 North Alameda St. Room 3-532 Los Angeles, CA 90012

Re: High Speed Rail Palmdale to Burbank

Dear Palmdale -Burbank HSR,

I am a resident of Los Angeles and I would like to express my opposition to the proposed new corridor high-speed rail from Palmdale to Burbank. I have a special interest in that my church is located in Sun Valley and the church's parsonage is in Shadow Hills. I strongly urge the removal of the alternate route from consideration – it makes little or no sense.

The proposed route through the Angeles National Forest, near the Hansen Dam, Tujunga Wash and various earthquake faults make the plan unfeasible. Tunneling for the distance proposed presents its own problems and dangers. Cost of such a plan would be astronomical.

Several communities in and around Shadow Hills will be greatly affected. This area is one of the last equestrian districts in the City of Los Angeles. In addition to reducing property values, the community would be greatly affected. Not only would homes be lost, but the community's limited recreational facilities would be eliminated. This and the noise of the high-speed rail and facilities would greatly impact thousands of residents.

The original proposal to use existing rail lines is far better than attempting to destroy a community that already has too many heavy industry uses. The communities of Sunland, Sun Valley, Shadow Hills, Lake View Terrace, La Tuna Canyon and Tujunga are speaking as one – eliminate this alternative route proposal.

As a recent article in the LA Times reports, ridership in Metro Link Rail lines has been declining significantly in the last few years. What makes one think that ridership on a bullet train would be any different?

We urge you to permanently eliminate the alternative route from consideration.

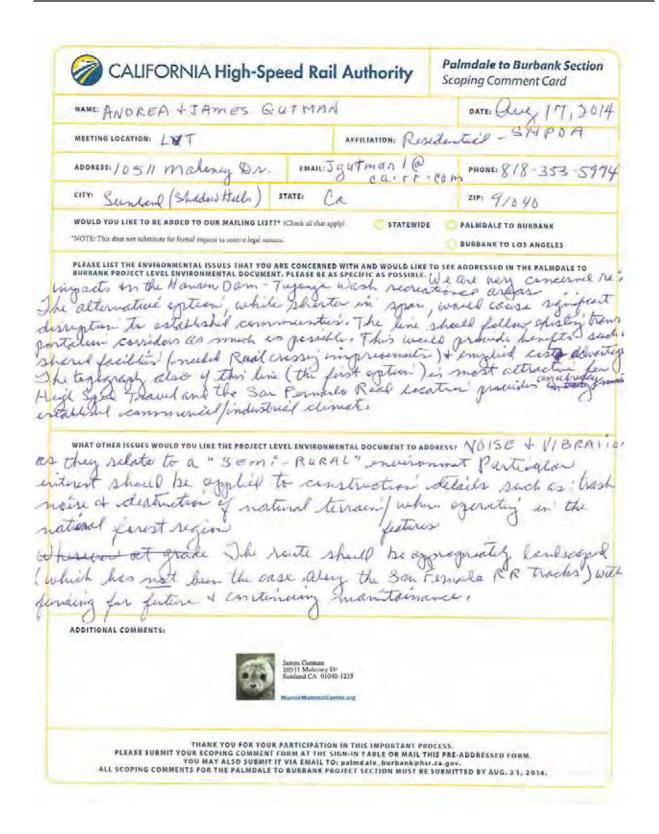
Sincerely,

John Gutierrez MSW

Ysidra Gutierrez MSW

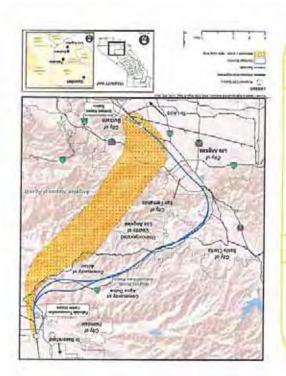


Submission 1280 (Andrea and James Gutman, August 18, 2014)





Submission 1280 (Andrea and James Gutman, August 18, 2014)



paimdale burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLUBLA CA 913 18 AUG 2014 PN 2 L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012225203

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Submission I281 (Emily Haase, August 30, 2014)

Palmdale - Burbank - RECORD #423 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Emily Last Name: Haase

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Van Nuys

 State:
 CA

 Zip Code:
 00000

Telephone:

Email: missmlemarie@gmail.com

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: I voice my objections to the proposed Palmdale to Burbank route of the High

Speed Rail/Bullet Train, specifically the Alternative Corridor/New Study

Area.

I echo all objections raised by the Shadow Hills Property Owners Association in the letter submitted by the SHPOA Board of Directors dated

August 29, 2014.

In addition, I would like to emphasize point #28 in the aforementioned letter: the impact of a proposed HSR on our beloved equestrian community's land. *Subdividing the community, trails, and horse properties--both public and private-- would devastate a lifestyle integral to the area's residents, and residents outside the area.* I live in Van Nuys. The equestrian community of Shadow Hills and Lakeview Terrace, including the equestrian trail system of the Hansen Dam Rec area and the Los Angeles National Park provide unmatchable value to me and my friends.* A similar equestrian community does not exist in easy driving distance from greater Los Angeles.*

I respectfully request that all points of the SHPOA letter be addressed before any further consideration of the Alternative Corridor/New Study Area. I suggest that the Alternative Corridor/New Study Area is unfeasible, and should be withdrawn immediately.

Thank You, Emily Haase Van Nuys, CA

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:

Submission 1282 (Jeff Habberstad, August 21, 2014)

Palmdale - Burbank - RECORD #212 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: Nο Submission Date: 8/21/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Jeff

Last Name : Habberstad

Professional Title : Business/Organization :

Address: 15182 Iron Canyon Road

Apt./Suite No.:

City: Santa Clarita

 State :
 CA

 Zip Code :
 91387

 Telephone :
 661.298.4848

 Email :
 habberstad@me.com

 Cell Phone :
 661.809.1595

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Mr. Mark A. McLoughlin

Director of Environmental Services California High Speed Rail Authority Southern California Regional Office 700 N Alameda, Room, 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin,

As one of many residents who stands to be highly impacted by the Palmdale to Burbank section of the High Speed Rail, I would like to add the following comments

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together.

B. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

- 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
- 2. Eliminates a community church
- 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community

Sincerely,

Jeff Habberstad 15182 Iron Canyon Road Santa Clarita, CA 91387

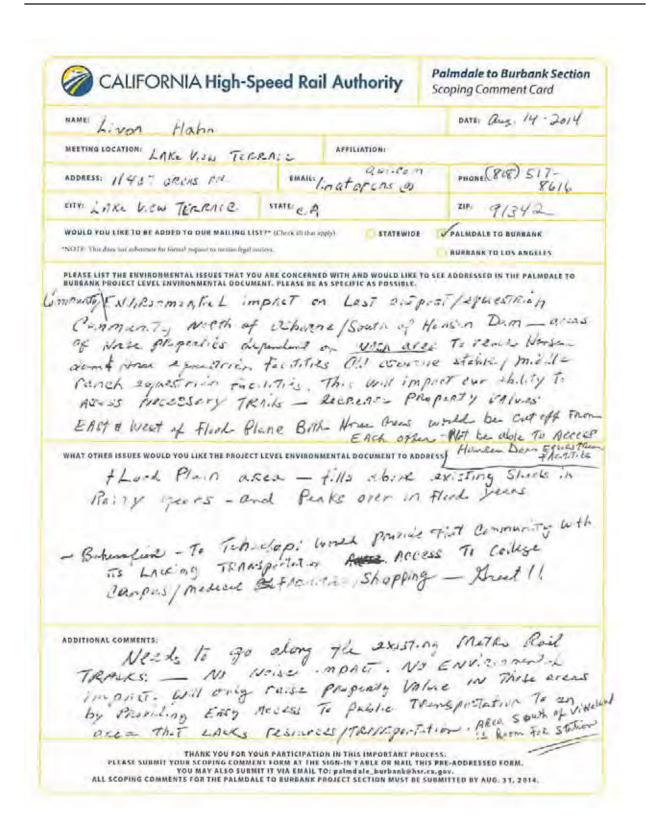
Submission I282 (Jeff Habberstad, August 21, 2014) - Continued

O: 661-298-4848 C: 661-803-1595

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : In Support of Alternative Corridor

Submission I283 (Livon Hahn, August 14, 2014)



Submission 1284 (Toni Haigh, August 29, 2014)

Palmdale - Burbank - RECORD #477 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Toni

Last Name: Haigh

Professional Title: **Business/Organization:**

Address: 31720 Angeles Forest Hwy

Apt./Suite No.:

City: Palmdale State: CA Zip Code: 93550

Telephone:

Email: haighart@mac.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: HSRA Palmdale to Burbank Section

Scoping Comments

I am concerned about many aspects of the proposed routes between

Palmdale and Burbank.

I am opposed to the above ground aspects of all the routes. Primarily because of the disruption of the rural lifestyle it would be going

The noise would be unbearable to those of us used to living in the quietness of the country where you can hear the birds and animals, particularly our

I am very tuned in to their noises that would indicate a problem, such as one getting loose. With the high speed train noises I would no longer be able to do that.

It would also be an unknown as to how it would affect the depositions of those horses having to hear it constantly "coming at them" for they would have no way of knowing that it

was confined to a rail line. Horses are prey animals that survive by fleeing from their predators. I can only assume they would consider the sounds of a train coming as a predator.

Horses have very sensitive hearing for their protection so I cannot imagine

how the onslaught of sounds and the frequency from the above ground trains would affect their well being, thereby affecting their temperaments and our safety around them as they try to flee from the big, noisy, fast train. I hate to imagine the accidents that would be forthcoming as you try to ride your horse through the hills of Acton when suddenly a high speed train bursts out of a tunnel without warning scaring our horses and putting us at extreme risk.

The above ground or daylight routes would also have a profound effect on the wildlife near the routes. Again there are also many that are prey animals that would react as the horses would. At least our horses are contained but how do we explain to the wildlife that they can no longer have access to their trails and homeland. How do we keep them off the rails? and not disrupt their home territory?

Submission 1284 (Toni Haigh, August 29, 2014) - Continued

The visual aspect of the trains bursting in and out of tunnels would be very disconcerting and disruptive to anyone nearby and again particularly to our horses and wildlife. How do we explain to them that the trains are on a schedule and should be expected? Again that those trains are not predators? How about the visual impact on the passengers? I have been on high speed trains in England. They are very efficient but are designed for commuters that are not usually looking out the windows. They are busy with their newspapers and electronics. The countryside where most high speed trains are run is usually flat without a lot of visual disturbance as is our central valley where most of the HSRA is intended to run.

But our area is hilly and numerous tunnels and above ground areas are proposed. As a passenger that would be extremely visually disorienting at the rate of speed that is proposed. I would not want to ride the train under those conditions. I would imagine that it would also have a debilitating effect on those people prone to migraine headaches and epilepsy. Visually your eyes would not have the time to adjust from the extreme in lighting from the tunnels to daylight and back again at that speed.

The impact it would have on our community would be so profound as to be devastating. The loss of homes and dreams, life savings and expectations, the loss of the use and enjoyment of our community and lifestyle with our animals is beyond understanding. The price to be paid for the convenience of a few traveling through our area is incalculable.

All of the above leads me to believe that the only option is the all underground route from Palmdale to Burbank mostly through the Angeles Forest land east of Angeles Forest Hwy and outside the boundaries of Acton and Agua Dulce. That seems to be the only common sense route to pursue as it would have the most minimal impact on our community and lifestyle as well as the fragile natural habitat of our high desert area. The residents would then be able to continue to enjoy our investments in our homes, our lifestyle and our community. The remaining concern would be the impact the tunneling would have on our water resources in the area. That issue needs to be addressed and we need to get the assurances from HSRA that water will be provided to those of us that are impacted at their expense.

Lets hope that those of you that are in the position to make the decisions that will be having such a profound effect on our lives will be able to see that the only viable route is the all underground tunnel from Palmdale To Burbank. That our lives and our community should not be sacrificed for the expediency of the few that will be using the rail.

Sincerely,

Toni P. Haigh 661-965-7659 31720 Angeles Forest Hwy Palmdale Ca 93550 (Acton) Haighart@mac.com

EIR/EIS Comment: Yes

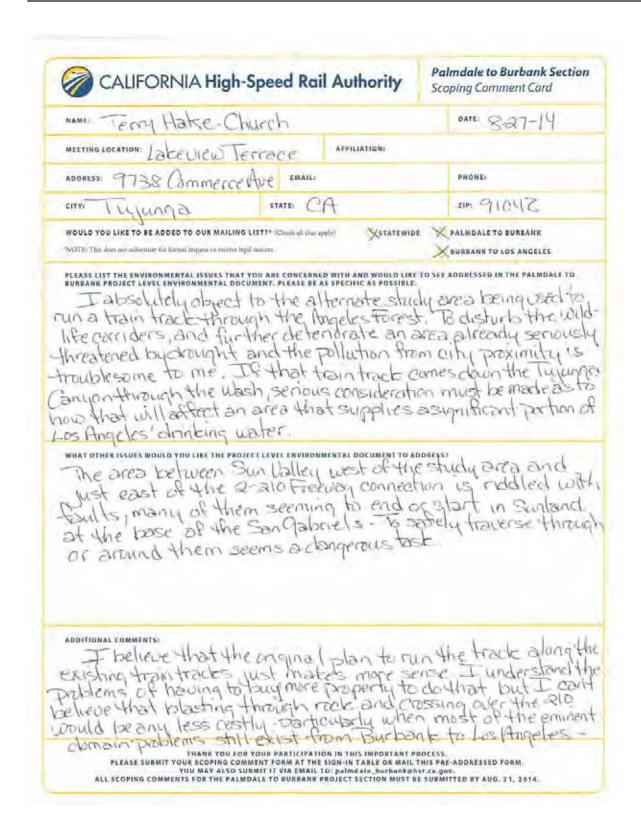
Need PI response : Yes- Standard Response

General Viewpoint on Project :

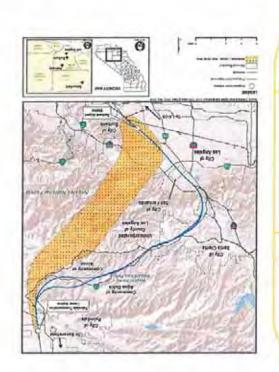
Form Letter:



Submission I285 (Terry Hake-Church, August 27, 2014)



Submission I285 (Terry Hake-Church, August 27, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARATA CA STA 27 ALAS 2014 PM L L



Mark A, McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

00112385303

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Submission 1286 (Morgan Hall, August 27, 2014)

Palmdale - Burbank - RECORD #274 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο 8/27/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Morgan Last Name: Hall

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: Morgan@fredhall.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Jeff Morales

Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800

Sacramento, CA 95814

Dear Mr. Morales,

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Morgan Hall

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: In Opposition to SR 14

Submission I287 (David Hammer, August 11, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card	
NAME: UAVID L. HAMMER	DATE: 8-11-14	
MEETING LOCATION: ACTON APPILIATION: ES	DONT	
ADDRESS: 287770 BOOTLEGGEN CYN 125). PHONE: 6 61-269-1688	
CITY ACTON STATES CAT.	21P1 93510	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) *NOTE. This does any adiabating for formal emporation receive legal numbers.	PALMOALE TO BURBANK BURBANK TO LOS ANGELES	
The following concerns are perturning to Bootlegger Canyon Road area of Actor and ernate Corridor Route. The visual blight of the area. Soledad Cyn Rd is a dedicated overhead rail would negatively affect effects on wildlife, domestic and fair effects on the Significant Ecologica River which Surrounds, and is in the Cyn. Rd. area. The negative effects on what other issues would you like the project level environmental bocoment to a fair the SEA area as well as, negative this SEA area as well as, negative land contained in and around this effects on the large number of Area and contained in and around the Rail area Negative effects of tunneling at the area including the negative effects of tunneling and the Santa Clara River effects of tunnel the Angeles National the Argeles National the Argeles National the train at least 2 miles South of Cyn Area, Should help minimize important the train at least 2 miles South of Cyn Area, Should help minimize important the Argeles National Concerns thank you for your participation in this important properties comments for the Palmant format f	m animals Negative all Area: Santa Chara ne Ravenna-Bootleger all the wildlife animal effects on the well effects on the well sena Negative cheological Sites vena-Bootleger Cynnathe hydrotogy of ects on wells, spring er Aquifer Negative on the Soledad nes that vun thrulal Forest Locating the Ravenna-Bootleger cts of some of the	



Submission I288 (Doug Hammonds, August 25, 2014)

Palmdale - Burbank - RECORD #664 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/25/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Doug Last Name : Hammonds

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: State:

Zip Code: Telephone:

Email: doug@hammondsfrey.com

CA

00000

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am very concerned that there will be significant negative impact to my

community.

1. Two schools be so close to the tracks that they will have harsh sound

pollution every time a train would go by on the tracks.

2. There will be the elimination of a church which has been there for

3. The area around the tracks presently is quiet and very peaceful but the sound pollution for the train will be felt for a significant distance damaging the entire community in eastern Santa Clarita.

Please consider the route that does not severally impact the Santa

Clarita area.

Douglas Hammonds

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1289 (Mark Hanson, August 26, 2014)

Palmdale - Burbank - RECORD #629 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date :9/3/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Mark
Last Name : Hanson

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone :

Email: mhanson000@aol.com

Cell Phone:

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To: Mr Mark A. McLoughlin

Please accept this eMail as High Speed Rail project public comment from Mark Hanson, 32 year resident of Canyon Country, CA.

Thank you for formally considering the direct alignment from Burbank to Palmdale as a third option benefiting from an EIR/EIS. This is by far the preferred option, bypassing the Santa Clarita Valley (SCV) all together avoiding the disruptions and negative impacts associated with any path thru our valley.

Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment. However, both SCV routes are undesirable and introduce unnecessary trauma to residents and environmental impacts linked to the construction and ongoing rail operations. Notably and perhaps underappreciated, the frequency and speed of trains traversing the valley represents an unprecedented level of noise pollution. This level of potential impact will likely produce a vastly broader "swath" of impacted residents / property acquisitions, resulting in a significant increase in HSR project financial and legal resources.

Known impacts of SCV alignments include but are not limited to:

- Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
- Eliminates a community church
- Eliminates houses and negatively impacts neighborhoods
- Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- Eliminates a job center approved for our community

Looking forward to reviewing your comprehensive evaluation of the direct route from Burbank to Palmdale.

Submission I289 (Mark Hanson, August 26, 2014) - Continued

Sincerely,

Mark Hanson

EIR/EIS Comment: Yes

Submission 1290 (Linda Hanson, August 27, 2014)

Palmdale - Burbank - RECORD #285 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Linda Last Name: Hanson

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Telephone:

Email: lahanson1@aol.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014

Jeff Morales

Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. The proposed route poses serious threats to schools, churches, homes, wildlife, national forest concerns, and the overall lifestyle in the area. The plan itself for this portion has already had a serious negative impact on real estate transactions in the area. If it were to come to fruition, it would leave a trail of disruption, not only to those directly impacted by being in its path, but also for those of us who live nearby. I have lived in this area for over 30 years, raised my children here, and have now retired. The high speed rail running through the proposed area would ruin the essence of why we have chosen to live here and would dramatically decrease the value of our home. While significant for anyone nearby, for retirees such as ourselves, it is devastating.

I also want to encourage the Authority to disavow completely the originally planned route for this section. The alternative route going directly from Burbank to Palmdale is shorter and represents a far better alternative in terms of environmental and lifestyle concerns. Pulling that alternative off the table should allow real estate levels to move back to market value relative to neighboring communities not threatened by the path of the rail and would do a great deal to allow those of us who live here to plan our futures without the impending threat of the devastation to our community.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

Submission I290 (Linda Hanson, August 27, 2014) - Continued

Sincerely,

Linda Hanson

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Opposition to SR 14

Submission I291 (Tina Hargett, August 29, 2014)

Tina Hargett 3838 Banson St. Acton, CA 93510

Mark A. McLoughlin
Director of Environmental Services
ATTN: Palmdale to Burbank Project Section
California High-Speed Rail Authority
Southern California Regional Office
700 North Alameda, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin,

This letter is in response to the Scoping Meeting held on August 11, 2014 at the Acton-Agua Dulce County Library in Acton. I have many, many concerns over the impacts such a project would have on the community of Acton that would forever change the rural atmosphere that I just recently moved up here to enjoy. First and foremost, I would suggest that this project be terminated all together. I as a voting citizen of this state did not vote to approve such a project that would negatively impact the lives of so many people. Secondly, I do not believe the state can afford to spend all this money for something we don't even know can sustain itself let alone make a profit while there are so many other concerns in this state that should be addressed first. Thirdly, this project should not be segmented into separate parts now jumping ahead to the Palmdale-Burbank segment when the other parts have not yet been aligned or worked out. That being said, I will proceed with the objections with the impacts on the communities of Acton-Agua Dulce.

The landscape in Acton and Agua Dulce is scenic and rural with one of our most well-known sites, the widely used Vasquez Rocks Nature Preserve. This is a county park that provides hiking and riding trailsias well as being the site for many a western movie. The train would ruin that picturesque setting along with the rest of the communities' tranquil nature. The High-Speed Rail in contrast will add an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Sierra Highway, Angeles Forest Highway, Red Rover Mine Road, and Soledad Canyon Road and others would detract from existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shallow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast with existing landscape settings, and light and shadow is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and times should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.



Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled. Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

Now let's take a look of the impact on agriculture, farmland, and forest land. The majority of Acton and Agua Dulce are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rall? What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including the historic Blum Ranch, are inevitable.

Many properties are currently used for boarding and breeding of horses and other animals.

Large areas along the alignment will be adversely affected by noise and other impacts and will have a huge deleterious effect on livestock and on residents engaged in livestock management.

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of the High-Speed Rail will generate large volumes of dust. Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy minerals may contain potentially toxic elements, such as certain heavy metals. Valley Fever, caused by a fungus found in the soil, can be contracted simply by breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, and skin, even the eyes, leading to blindness, skin abscesses, lung failure, and even death. In California. Valley Fever cases rose from about 700 in 1998 to more than 5.500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys. Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses. People from infants to the elderly are susceptible to the health effects of fine and coarse dust particle health risks.

Acton is a known migratory route for birds and tarantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and then roadrunner. It is a recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcat, and deer. Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There are also scattered stands of mixed pines and hardwoods including the protected



Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa Ana sucker; the two striped garter snake also inhabits this area. The endangered horned lizard also resides in Acton. There is a viewing area for wild animals and birds located at the Soledad campground. In addition, Action is home to the Shambala Preserve, an exotic feline rescue. The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly approved Wildlife Corridor south of Acton?

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relics on Acton and Agua Dulce properties. In addition, there is a potential impact on paleontological resources. There are formations with potential for containing fossils of fish, mollusks, sea cows, sea turtles, tapirs, horses, camels, peccaires, rodents, birds, deer, lizards, gophers, and vultures. Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active in these areas. Furthermore, the Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

A typical High Speed Train at grade would have a 50 to 100 foot fenced right-of-way, and an elevated guide-way. The foot width would be compatible to a six -lane highway. Catenary supports 26 feet in height would be located every 30 feet along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountain areas. Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour. There would be extensive significant adverse impacts to air-quality, land use, aesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds or homes. Severe noise and vibration impacts on residences, schools, churches, and businesses adjacent to the rail alignment conflict with local land use plans. These impacts fall disproportionately to Actor residents as there is no direct benefit to the rural community. The new Antelope Valley Plan maintains that Actor will be kept rural. All impacts conflict with the rural nature of the Actor community.

Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WI-Fi?

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered. The proximity to schools and assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ decibel train roaring by frequently or even infrequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property



values may drop by as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton(including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location. Temporary and permanent road closures curing construction potentially will increase driving distances and gasoline expenses for community members who remain.

Corridor alignments and viaducts potentially can become targets for graffiti artists, creating even more blight to the surrounding areas.

The Santa Clara is a natural clean water source for Actors and Agua Dulce. Train alignment would encroach on the riverbed.

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Above-grade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs? How about if one occurs and a train is the tunnel? What is the risk to Acton of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of Acton. Drilling/boring through this rock has a high risk of releasing asbestos particles inherent in the rock.

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads. How does the Authority expect to handle the potential exposures?

Regarding the SR 14 East alignment passing close to the public Middle School and High School, there are concerns about the traffic patterns and potential road closures during construction and/or after completion of the project. A track failure, viaduct collapse or train derailment inn such close proximity to schools would have devastating consequences. The Middle School also hosts church services. Both school and church activities will suffer negative adverse impacts from noise, vibration and degraded air quality which cannot help but adversely affect the learning and worshipping environment.

The newly proposed Angeles Forrest alignment affects Angeles Forrest Highway, Aliso Canyon, Blum Ranch, Thousand Trails, Bootlegger Canyon, and Soledad Canyon extending into Agua Dulce. These areas host many large parcels of open space, orchards, trails, the Shambala Wildlife Preserve, animals rescue, designated wilderness sanctuaries, wildlife corridors and camping facilities. The Santa Clara River runs along this alignment area as well. These areas need environmental protection in order to maintain harmony in their ecological systems and to preserve the natural resources of the area.



Construction of a huge corridor containing the urban structures of the magnitude required by a High-Speed Train is in direct opposition to the Los Angeles County Area Plan for the community that has been designated as a rural community. The High-Speed Train is an assault on the on the harmonious and peaceful nature of Acton's rural lifestyle.

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages decibels generated by the High-Speed Rail during an hour-long period as 8S decibels. The tunnel portal effect creates a sonic boom as the train leaves the tunnel. Studies show that sleepers exposed to noise levels above decibels can suffer mild health effects like sleep disturbances and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment. A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal; bats avoid hunting in area with road noise. Sound impacts can have important implications for the health and vitality of wildlife populations.

Human-induced noise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased heart rate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. I demand that the Authority include in the EIR studies, the impact of noise on animals. There are research studies available that the Authority can use that outlines the negative impact of noise on domestic animals and wildlife. I Insist that the noise study NOT average out the noise impacts over time. This averaging dilutes the noise impacts of the High-Speed Rail since these noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rall as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten. The Authority must also consider noise impacts as they are projected through the local mountain terrain, valleys and canyons. So far, the Authority has only studied impacts on flat ground in urban and open spaces. Noises bounce off of canyon walls and is magnified up a canyon. The Authority must consider that noise impacts throughout Acton may be far greater than what the Authority is using as EIR study information.

Studies show that noise is more disturbing if it is loud, occurs in bursts, is unpredictable, or interferes with quiet activities. The noise impact of the High-Speed Rail is also contingent upon this noise exposure. The operating hours of the train itself, maintenance during off peak hours will impact my life immensely. It will disturb the peace and tranquility I enjoy in my home, prevent my from being able to sleep at night, and worsen some of my other health conditions such as my high blood pressure from the stress associated with this noise. The anxiety I will also suffer from could lead to an increased risk of accidents, depressions, and immune system changes just to name a few that could impact me personally as well as others in my community.

The vibrations ground as well as any blasting down during construction cause humans and animals to react to the faint motion with alert and fear reflexes, with the fight or flight response. Many studies



have shown that having out bodies in this fight or flight response mode for extended periods of time causes many health problems. The impact on animals is just as great and can even be more dangerous if one is working around them or happens to be riding a horse when the vibrations are occurring. Vibration damage to building and is also a factor that needs to be considered and the Authority needs to address how they are going to compensate residents for any damages or accelerated ageing due to vibration damage. The Authority must include in the EIR a study of the health impacts to animals and humans from vibration exposure and how this would be migrated and monitored. Acton is an "outdoor" community. A considerable amount of recreation time is spent on horseback, hiking, playing sports or working in gardens. Pacific Crest Trail, equestrian trails and other hiking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury or even death to horse and rider. The overpowering noise of the High-Speed Rail may inhibit a hiker's or rider's ability to perceive an external threat while on the trail(i.e., rattlesnakes, mountain lions, etc.)

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce. Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue? Will there be any sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

How will disruption of water, energy, and waste removal services be compensated? There is a potential for transportation and traffic impacts along Sierra Highway, Soledad Canyon Road, Crown Valley, and Angeles Forrest Highway. There is a question of whether local roadways will be able to handle the increased level of service load and capacity during construction. Who is responsible for repairing any damage to the roadways? There are no traffic signals in Acton. How will traffic delays be handled and mitigated?

On a more personal note, if the High-Speed Rail route down SR14 is pursued, it will virtually make my home unlivable. I will be 1000'-1500' from the train. I won't even talk about construction time. The noise level of the train will disturb my peace and tranquility and increase health related problems such as asthma, allergies, high blood pressure, etc. My animal's horses, a donkey, sheep, chickens, dogs, cats, etc. will endure even greater harm since according to several studies I've read all state that their hearing is several times more acute then ours and as such they respond to loud sounds or vibrations with more stress. My animals would have to live within a few hundred feet of this not to mention how unsafe it would be for me to try and ride my horses. I insist that you include in the EIR study the impact of this project on the welfare of animals to include but not limited to noise, dust, lighting, and any other part of the study that addresses human or wildlife concerns. In addition, I would like to know how I am going to be compensated for my property for if this project goes through, I will not be able to reside in my home. The property values for all of us are already declining and I just moved in here a little over a year ago not even knowing about this project. This is my dream home and now thanks to the Authority you are turning it into a nightmare with way too much time spent on worrying, letter writing, and attending meetings where voices are barely heard.



I trust that all my concerns will be taken into consideration as the Authority proceeds, against my personal objections, with the EIR study. Also, I trust that I will receive a response back to my concerns regarding this ill managed project.

Thank-you,

Janu Hargett



Submission I291 (Tina Hargett, August 29, 2014)



Submission 1292 (Heather Harris, August 30, 2014)

Palmdale - Burbank - RECORD #426 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Heather Last Name: Harris

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Los Angeles

State: CA Zip Code: 00000

Telephone:

Email: fastfilmhh@sbcglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: The Honorable Mayor Garcetti,

Honorable Councilmember Fuentes, To whom it may concern, High Speed Rail Authority,

I urge you to oppose the Alternate Corridor for the bullet train through the Angeles National Forest for the following reasons.

It will dramatically impede access in an emergency in an area that has experienced numerous natural disasters. The Station Fire showed that even in the current conditions fire abatement could not be attempted after dark. New construction will interfere even more.

The area is an important auto and trucking corridor for much of Southern California. This was clearly demonstrated during the 1994 Northridge Earthquake when Little Tujunga Road became the sole access to and from the L.A. basin to the north and northeast. The proposed rerouting makes little financial sense when compared to extending the existing corridor adjacent to the 5 and 14 freeways and/or current Amtrak/MetroLink railways.

It appears that the rerouting from the Acton area to the Angeles National Forest is pandering to a small, vociferous and affluent group with very narrow interests. A much wider if less vocal constituency currently enjoys the parkland and recreational area of Lake View Terrace. This new corridor route would severely damage or even destroy same via bisection, noise pollution and danger with 5-trips per hour of bullet trains.

It will be argued that some of the route will be underground and would have little impact on the area. Such a notion is specious if examined in an historical context. Budget considerations will force the route to the surface and the impact on the surrounding area will be devastating.

These are just a few of the reasons that the Alternate Corridor is an ill conceived proposal of benefit to only a few at too great a cost to so many others.

Submission 1292 (Heather Harris, August 30, 2014) - Continued

Please don't let the construction of the Alternate Corridor tarnish an otherwise

admirable political legacy.

Thank you for your time and attention to this matter.

Sincerely, Heather Harris Los Angeles, Calif.

EIR/EIS Comment:

Need PI response : Yes- Standard Response General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1293 (Gary Hartung, August 29, 2014)

Palmdale - Burbank - RECORD #338 DETAIL

Status: Pending Record Date : 9/2/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Gary Last Name : Hartung

Professional Title: Business/Organization:

Address: 5198 Miners Candle Ct.

Apt./Suite No.:

City: Simi Valley State: CA Zip Code: 93063

Telephone:

Email: hikersierras@yahoo.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: I am opposed to the bullet train project. If any route is to be built, I support the

tunnel - oriented alternative between the Palmdale station and the potential Burbank/Bob Hope Airport Station.

Sincerely Yours, Gary Hartung , 5198 Miners Candle Ct., Simi Valley, Ca. 93063

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project: Oppose CAHSR Project, Prefer Alternative Corridor

Form Letter :

Submission 1294 (Steve Hawes, August 29, 2014)

Palmdale - Burbank - RECORD #481 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Steve Last Name: Hawes

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: srhawes@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: NO to this new alternative new study area corridor!

The interstate 5 corridor through the Grapevine and along 99 to Bakersfield or through the Antelope Valley along the 14 freeway have been the routes preferred ever since the studies on high speed rail that were done in the 1990's.

As far back as 1994 Palmdale Mayor Jim Ledford wrote "the Antelope Valley is

the natural link for (high-speed rail) between Bakersfield and Los Angeles."

This new and last minute look at an alternative corridor for the current high speed train project is reckless, irresponsible and a waste of time and money. In the 1990's Antelope Valley officials were pushing for their region as the most desirable. And in addition, this new "study" area is extremely non-specific - this is the tactic of a position that cannot defend itself - hundreds of vague square miles potentially?

A commercial project, like the high speed trail, need to use commercial routes so that commercial use is concentrated instead of invading and destroying unique residential communities and unique mountain environments.

In addition the cost and delay of the, and I tell you there will be, endless environmental studies and obstacles to invade the mountain wilderness will be enormous.

Submission I294 (Steve Hawes, August 29, 2014) - Continued

My community, Shadow Hills, is right in the middle of this irresponsible, last minute, new alternative. Our mountain assets like the Big Tujunga Wash are right in the middle too. The original route 5 and 14 alternatives that have been studies for 20 years are the way to go. Spend no more money on this last minute alternative!

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1295 (Geraldine Hazlet, August 30, 2014)

Palmdale - Burbank - RECORD #455 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Geraldine Last Name: Hazlet

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Telephone:

Email: johnhazlet@sbcglobal.net

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues:

Aside from the negative consequences of routing a "bullet train" through the Hansen Dam area -- disrupting area residents' lives, wildlife, recreational facilities, and ecology -- there is no real need for a "bullet train" between Burbank and Palmdale, via the Hansen Dam route or otherwise. There is already good service between those cities via Metro Rail, and the small amount of time saved by the bullet train on such a short trip would come nowhere near justifying the additional fare or subsidy needed to service financing for this extremely costly project.

In the larger picture, the California bullet train has already cost millions of dollars and is currently accelerating past three times its original cost estimates. There is so much resistance to the project as a whole, it is already so far behind schedule, and there are still so many routing controversies and other problems, that it is unlikely to ever be completed. If it is, it also will either require massive subsidies or fares so high as to make it uncompetitive with other modes of transportation.

If the Palmdale segment is built but the rest of the project fails, we will be stuck with a southern California version of the San Joaquin Valley's "Train to Nowhere" – again requiring major and continuing subsidies, or fares so high that few passengers will be willing to pay them.

In either case, the bullet train is likely to wind up as another ill-conceived, economically impractical feel-good burden on the taxpayers.

In summary, as a frequent user of equestrian facilities in the Hansen Dam basin, I am strongly opposed to a bullet train routing through the Hansen Dam area – and to the bullet train project as a whole.

Geraldine M. Hazlet

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1296 (John Hazlet, August 30, 2014)

Palmdale - Burbank - RECORD #436 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: John

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Last Name:

Zip Code: 00000

Telephone:

Email: johnhazlet@sbcglobal.net

Hazlet

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Discussion about a "bullet train" stop at Palmdale and Burbank begs the question, "Why have a bullet train at all, if it's going to stop at every telephone pole along the route?" The purpose of the ultra-high-speed rail service is to provide express transportation between major population hubs, with trip times approaching airline travel. This would call for nonstop, or one-stop, service from Los Angeles to San Francisco or Sacramento. Essentially local service, stopping at Burbank, Palmdale, and -- one presumes -- Bakersfield, Visalia, Fresno, Merced, etc., etc., will slow the service down so much that its purpose -- and any advantage that might turn it from an outrageously costly pork barrel project into something serving the public interest at least to some degree -- will be defeated.

> I am opposed to the Hansen Dam high speed rail route as being too disruptive to a residential and public use area. I am opposed to stops at Burbank And Palmdale because those stations are already adequately served by Metro Rail. And I am very strongly opposed to the entire California bullet train project, which is fundamentally a boondoggle, unlikely to ever operate without major subsidies, for which the actual public benefit is questionable, and which is already so immersed in controversy and cost overruns that it will likely never be completed.

John W. Hazlet, Jr.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project: Oppose CAHSR Project

Form Letter:

Submission 1297 (Gary Hebdon, August 31, 2014)

Palmdale - Burbank - RECORD #375 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Gary Last Name: Hebdon

Professional Title :

Business/Organization :

Address: 10511 Ares St

Apt./Suite No. :

 City:
 Agua Dulce

 State:
 CA

 Zip Code:
 91390

 Telephone:
 661-268-1162

 Email:
 heb@thevine.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Attn: Mark A. McLoughlin, Director of Environmental Services

I am submitting the following comments as they specifically relate to the August 11th public scoping meeting associated with the Palmdale to Burbank route of the High Speed Rail project.

In order to organize my list of concerns I have established topical headings under which I will comment on particular areas of potential impact.

Noise Impact

Impact studies should include noise projections based upon terrain that is specific to the overland affected area, i.e. sheer canyon walls and mountainous terrain interspersed with valleys, arroyos, etc.

Noise studies conducted to date only characterize open terrain and flat land. The noise generated from the project section between Palmdale and Burbank will create significantly different impacts

upon the neighboring communities than an open terrain noise model will show

Sudden bursts of noise generated from an object that emerges suddenly from

curve can amplify noise so that it is many times greater

than otherwise flat terrain may render. Because of the area topography and the close proximity to existing residences, schools and businesses, the overland routes proposed for this project in the Acton and

Agua Dulce Areas will irreversibly degrade the rural environment and

Submission 1297 (Gary Hebdon, August 31, 2014) - Continued

diminish the quality of life for both humans and wildlife.

In addition to the consideration for accurate noise models to properly gage the impact of the project, special consideration must be given to the number of trips per day that are projected and the elevated noise levels that

will affect hundreds of middle and high school students attending classes during the day. Elevated noise levels that are projected over time will likely have a significant negative health impact on these students and the teachers at the area schools. Health considerations include potential hearing loss due to prolonged exposure to threshold level noise as well as elevated anxiety and stress developed over time.

Impact to Property Values

Options that closely follow the existing railroad right of way and the 14 freeway route will have the most severe impact on property values of businesses and residences that border the proposed corridor.

Property owners faced with the sale of property in this corridor must disclose potential negative impacts of the high speed rail thus driving property values downward and reducing revenues to LA County

for future area improvements. In the midst of the lagging home sales market and the sagging employment numbers that persist in this region, the overland route following the existing freeway route and

railroad right of way will assuredly place downward pressure on any economic recovery currently underway in this region.

Recommendation

The alternative route proposed under the National Forest from Palmdale to Burbank will cause the minimum disruption to the communities of Acton and Agua Dulce while shortening the estimated route length by more than 10 miles. This will not only reduce construction costs for this leg of the project but also reduce trip time by an estimated 5 or more minutes and avoid unnecessary litigation by community adversaries.

Your careful consideration of these comments and my suggested recommendation is appreciated.

Gary Hebdon 10511 Ares St Agua Dulce , Ca 91390 661 268 1162 (H)



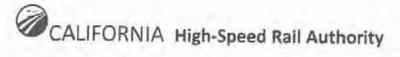
Submission 1297 (Gary Hebdon, August 31, 2014) - Continued

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Prefer Alternative Corridor

Form Letter :

Submission 1298 (David and Rosemary Heermance, August 29, 2014)



Palmdale to Burbank Section Scoping Comment Card

NAME: David + Rosemany Herrmance

MEETINGLOCATION: ACTON

AFFIGATION.

ADDRESS: 34406 Weststar Rd CANE CONSTOWN data & COM. PHONE: (661

CITY Acton

STATE C' 17

ZIP: 935/0

WOULD YOU LIKE TO BE ADDED TO DUR MAILING LIST?* (Check all that apply)

PALMDALE TO BURBANK L BURBANK TO LOS ANGELES

*NOTE: This closs not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMODALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. STUDY ON A IV CHARLIFY EFFECTS From Pollution.

Our boone pathogens hazardouse minerals found in dust, study wind patterns in the North Crown Valley area of the effects of that wind spreading pollute ats or disease.

HOW will this affect humbers of livestock. study on noise + vibration + how much it is amplified by living in a carryon next to the High Speed Rail. How Will that affect Humans livestock + Wilderness; study on Electromagnetic Radiation. What are the affects on Humane + livestock over a penied time.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS? HOW WILL HIGH SPECK KAIL affect Property Values & Will they re-zone the proporties from farmland to lond with non-favor uses? Property that has been deemed unlivable due to the affects of the High speed Kill even though it is not in its pathway; Will those people be compensated.

ADDITONAL COMMENTS: WE value Dairy Easts, and just purchased a home with 5 acres 10 Dec 2013 Ulive Slightly South of the SRIH Hybrid racte, We were told by the realitar that the High Speed fail would be going underground, and that there winded be no adverse effects. Now it's going above ground. I hope you choose a different route, because It will be unlivable for humans or animals.

> THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
> YOU MAY ALSO SUBMIT IT VIA EMAIL TO: polindale burdank@his.ga.gov.
> ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. \$1, 2014.

Send by Certified Mail to:

Submission 1298 (David and Rosemary Heermance, August 29, 2014)



Submission 1299 (Julie Henry, August 28, 2014)

Julie Henry 25966 Sand Canyon Road Santa Clarita, Ca. 91387 661 251-5802 gojulietim@yahoo.com

Mr. Mark A McLoughlin Palmdale_burbank@hsr.ca.gov

Re: Palmdale to Burbank Section EIR/EIS

Dear Mark

We are <u>Opposed</u> to the High Speed Rail. We have lived in the Canyon for 30 years and moved here because of the rural lifestyle. Our kids have all attended Sulphur Springs which will be negatively impacted. Our Community Chruch will be gone. It eliminates our neighbors homes. The negative impact to our animals is great. Our quiet lifestyle will be no more. Please bypass the Santa Clarita Valley for your proposed High Speed Train route.

Primary Points:

- 1. Too Close to Schools endangering our Children and highly impacting there learning not to mention the noise it creates.
- 2. Eliminates our Community Church.
- 3. Eliminates our Neighbors homes with a negative impact to all that live here.
- 4. Sounds that negatively impact everyone that lives here and our animals.

Please consider changing the route bypassing the Santa Clarita Valley all together!

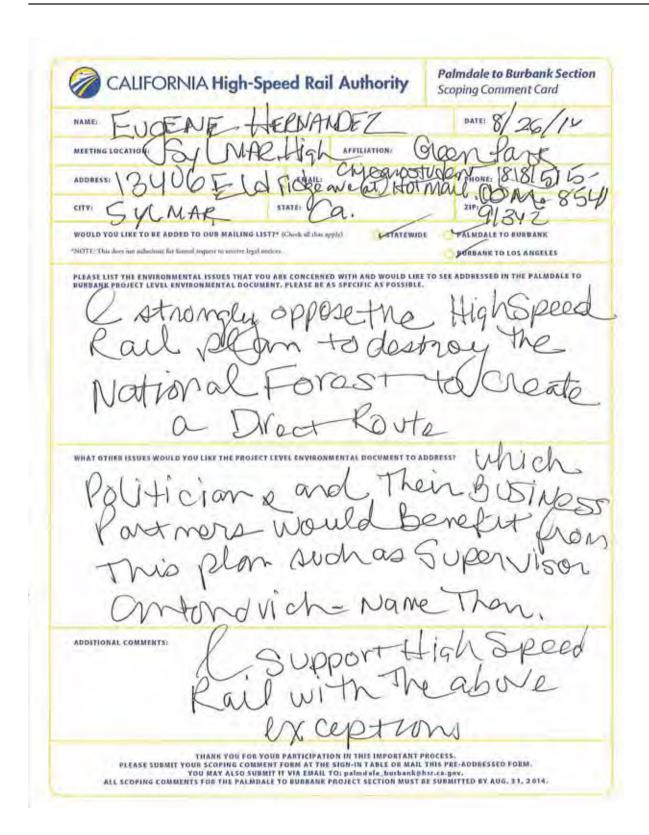
Of the two routes being considered thru the Santa Clarita Valley, the tunnel extension would cause less environmental and community damage the above ground route.

Thank You for your time in this matter.

Sincerely,

Julie Henry

Submission 1300 (Eugene Hernandez, Green Park, August 26, 2014)





Submission I301 (Eugene Hernandez, August 29, 2014)

CALIFORNIA High-Speed Rail Authority	Burbank to Los Angeles Section Scoping Comment Card	
NAME: EUGENE HERMANDES	7 DATE: 8/29/14	
ADDRESS: 3006 Flow aprilia OM COND STORE PHONE STATE		
CITY SUL MAR - CONTRACT.	COM 91342	
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all ther apply) *NOTE! This does not substitute for formal request to receive legal motion.	BURBANK TO LOS ANGELES	
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE LOS ANGELES PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSI	TO SEE ADDRESSED IN THE BURBANK TO	
& Clease Int postroy Open		
Space and Forest are		
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO A	DORESSI TELLES	
Backers Benefit from the		
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project		
	2 la Ci allaga s	
ADDITIONAL COMMENTS:	ub y chearly	
and Frotect Natio	nal Forest	
THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PR PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL TO YOU MAY ALSO SUBMIT IT VIA EMAIL TO: burbank_for.angelet al ALL SCOPING COMMENTS FOR THE PALMOALE TO BURBANK PROJECT SECTION MUST BE	HIS PRE-ADDRESSED FORM .	



Submission 1302 (Mike Hidvegi, August 30, 2014)

Palmdale - Burbank - RECORD #432 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Mike Last Name: Hidvegi

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: mjh82074@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am writing to express my opposition to the proposed alternative corridor for the High Speed Rail. The HSR route should proceed as planned through the Acton and Santa Clarita areas along the existing transportation corridors along the 14 and 5 freeways. The HSR route should not be

> to destroy the natural habitat or equestrian communities in Lake View Terrace, Sun Valley, Shadow Hills or Sunland.

The "New Study Area" identified as going through the mountains is a waste of time and money and will cause irreparable damage to the small remaining suburban equestrian communities in Los Angeles. The identified area is vague and non-specific. I believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. Shadow Hills is in the eye of the storm for the HSR alternative line and that you are opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills. HSR lines need to go through commercial and industrial areas, not residential or sensitive environmental.

I further believe the myriad of environmental obstacles raises insurmountable costs and is infeasible. Why waste taxpayer money by destroying communities and environmental ecosystems for an illogical alternative HSR route? We work hard in the communities of Shadow Hills

Sun Valley to maintain the safety and friendliness of the Hansen Dam Recreation Area, and invest personally to clean up the area. Running the HSR through this area will destroy property values and cause irreparable harm to federal waters, endangered species, equestrian lifestyles and result in unreasonable levels of noise, pollution and physical safety concerns.

Our area is already ?severely impacted by transit solutions such as trains, freeways and airports. The original Route 14 and 5 alternatives are far

Submission I302 (Mike Hidvegi, August 30, 2014) - Continued

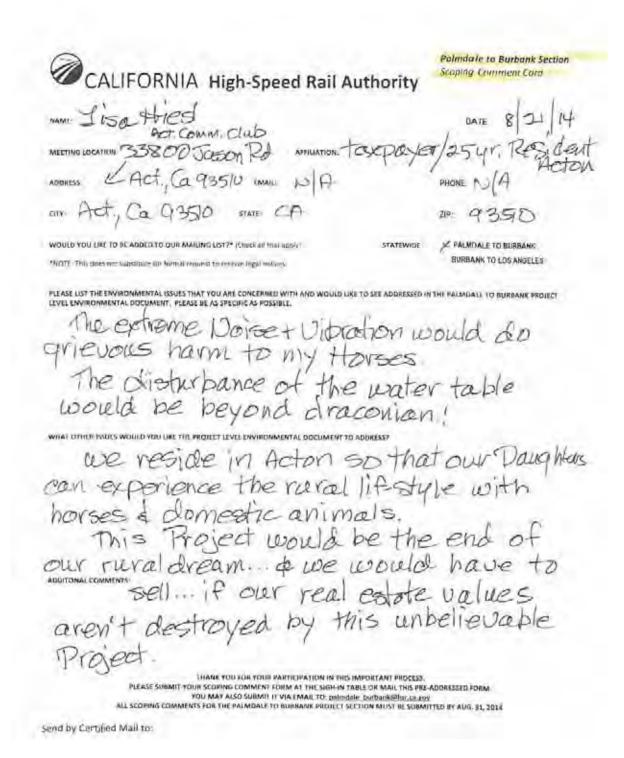
Regards, Michael Hidvegi

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1303 (Lisa Hiesl, Acton Community Club, August 25, 2014)





Submission 1303 (Lisa Hiesl, Acton Community Club, August 25, 2014)





Submission 1304 (Bobbe Higby, August 25, 2014)

Palmdale - Burbank - RECORD #656 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/25/2014 Affiliation Type: Individual

Interest As: **Businesses And Organizations**

Submission Method: Project Email First Name: Bobbe Last Name: Higby

Professional Title:

Business/Organization:

Address: 16670 Soledad Canyon Rd

Apt./Suite No.:

City: Santa Clarita

State: CA 91387 Zip Code:

Telephone:

Email: firefamily@earthlink.net

Cell Phone: 661-212-3771

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr. Mark A. McLoughlin,

Support The preferred alignment direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

We definitely oppose the above ground alignment:

1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom 2. Eliminates a community church

3. Eliminates houses and negatively impacts neighborhoods

3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita

4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita

5. Eliminates a job center approved for our community

As a Real Estate Broker this has a HUGE impact on my buyers and sellers and we can not let this happen!!

Thanking you in advance for your support of this preferred alignment.

Bobbe Higby, CHS, CDPE

Broker Associate/Office Manager - DRE Lic #01357225 Kellar-Davis, Inc.

A Professional Real Estate Corporation 16670 Soledad Canyon Rd

Santa Clarita, CA 91387 Cell 661-212-3771 firefamily@earthlink.net

www.CanyonCountryNeighbors.com

www.TopAgentsUnited.com

EIR/EIS Comment:

Need PI response: Yes- Standard Response

Submission I304 (Bobbe Higby, August 25, 2014) - Continued

General Viewpoint on Project : Form Letter :

Submission 1305 (Michael Higby, September 9, 2014)

Palmdale - Burbank - RECORD #765 DETAIL

Status: Pending Record Date: 9/10/2014

Response Requested:

Submission Date: 9/9/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Michael Last Name: Higby

Professional Title:

Business/Organization:

Address: 10016 Oro Vista Avenue

Apt./Suite No.:

City: Sunland State: CA Zip Code: 91040

Telephone:

Email: michael.higby@mayorsam.org

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: As a resident of the Sunland-Tujunga area, I firmly oppose any tunneling

through or under the Angeles National Forest and the greater Foothills communities of Sunland-Tujunga, La Canada Flintridge, La Crescenta, Montrose, Lake View Terrace and Shadow Hills.

Tunneling of this support brings harm to an environmentally sensitive area that is in need of protection. Existing railroad right of way should be

used as originally planned.

The residents of this community will strongly protest any change in route.

Thank you, Michael Higby 10016 Oro Vista Avenue Sunland, CA 91040

Michael Higby

U.S. Department

of Transportation Federal Railroad Administration

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EIR/EIS Comment: Yes

Need PI response:

General Viewpoint on Project :

Submission 1306 (Monica Higgins, August 11, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: MONICA HIGGINS	DATE: 8-11-14
MEETING LOCATION: BEFOR LIBRARY APPILIATION: R	SHOENT
ADDRESS 6757 RANCHITOS DE EMAILLE STEER gin 1 e	PHONE (61-350-733)
CITY: ACTON STATE: CA	zin 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Chiefe all that apply) "NOTE: This does not submitted for formal sequent to excelve legal matters.	HUHHANK TO LOS ANGELES
Tunnels be IN THE CAYONE U	deep OF THE
TOISE ASSESS WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO.	7

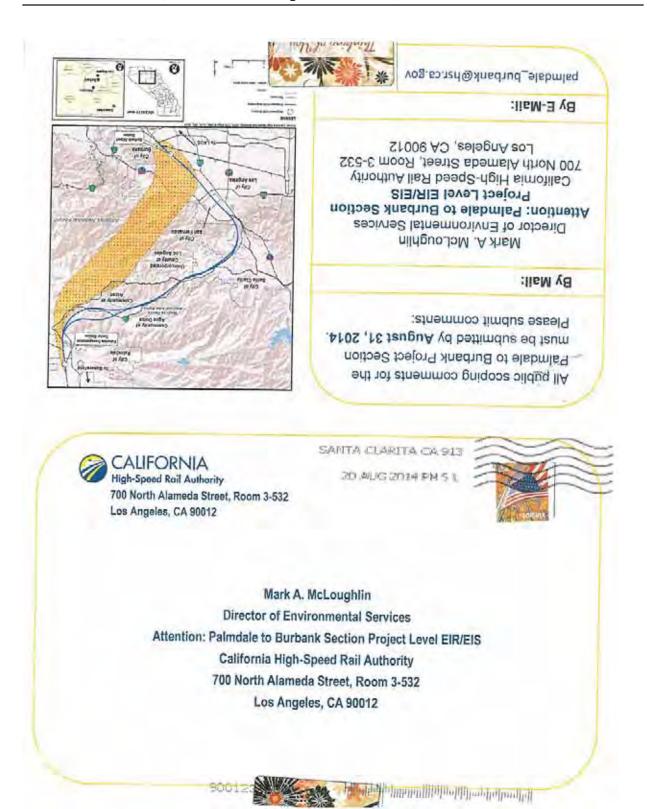


Submission I307 (Marlene Hitt, August 20, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
me: Marlene Hirt	DATE: 8-17-14
North Valley City Hall STNC	
DRESS: 10738 PLATERY Dr. EMAIL	PHONE: 818-957-10
Sunland STATE: CA	210: 9/040- 172
TE: This does not substrace for formal request to receive legal recess.	PALMOALE TO BURBANK BURBANK TO LOS ANGELES
sould not spend beller's at this teme issues are so important and expend that CA + LA are out of morey. Should not destroy the traceurs that a take visit on the traceurs that a take visit of the traceurs that a take visit of the transportant, if Inversity is important, other issue more important.	Secolar - Tryuga, ran Perrae > Renne DORESSI Ranch
OTTIONAL COMMENTS:	



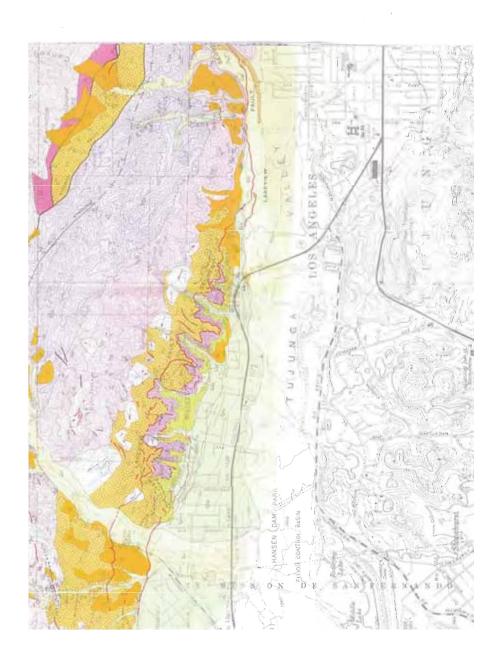
Submission 1307 (Marlene Hitt, August 20, 2014)





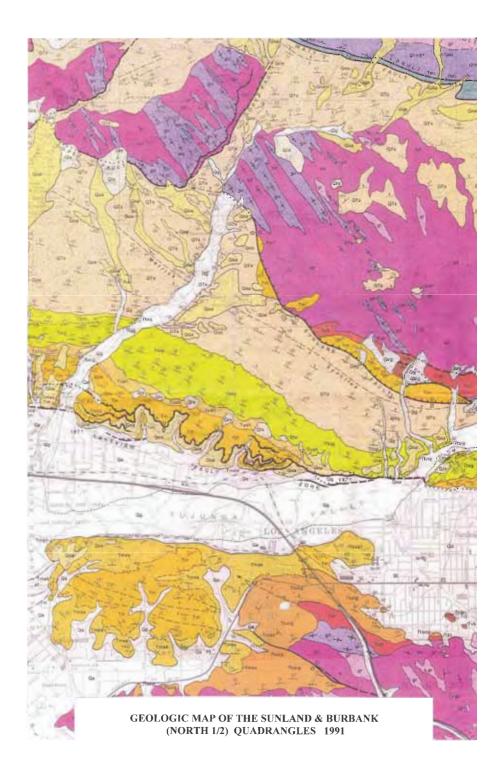
Submission I308 (William Hitt, September 3, 2014)

GEOLOGIC MAP OF THE SAN FERNANDO EARTHQUAKE AREA 1974





Submission I308 (William Hitt, September 3, 2014) - Continued





Submission 1308 (William Hitt, September 3, 2014)





Submission 1309 (Lisa Hoffart, September 10, 2014)

September 9th, 2014

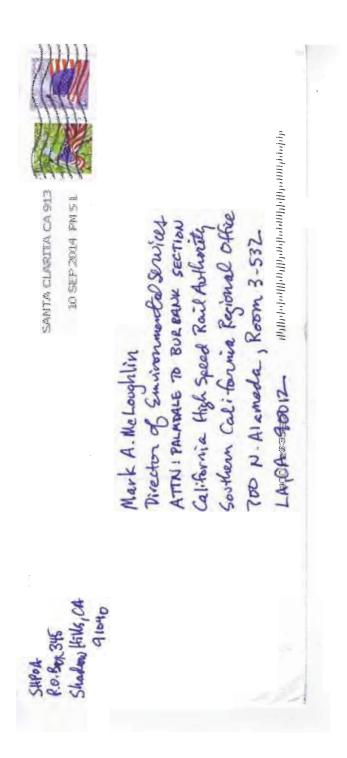
Mark A. McLoughlin, Director of Environmental Services palmdale burbank@hsr.ca.gov (email) ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 LA, CA 90012

To appalled at how pools the to make his half has common cation about the HS Rail has been the the about the himmental threat the about the himmental threat the about to the equestria liestyle of huch to be equestrial threat to our adow Hills, and the threat to our adow Hills, and the threat to our tax do llars Sincerely, Name Street Address City, State ZIP Email address

felipe.fuentes@lacity.org Claudia.rodriguez@lacity.org Wesly.hernandez@lacity.org Councilmember.martinez@lacity.org fifthdistrict@lacbos.org shpoa@shpoa.us zev@bos.lacounty.gov teresa.lamb@mail.house.gov

Paul.krekorian@lacity.org marcos.sanchez@asm.ca.gov tbell@lacbos.org mcano@lacbos.org raul.bocanegra@asm.ca.gov mayor.garcetti@lacity.org jim.dantona@lacity.org

Submission 1309 (Lisa Hoffart, September 10, 2014)





Submission 1310 (John and Paula Hoffman, September 3, 2014)

Palmdale - Burbank - RECORD #409 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 9/3/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Paula Last Name: Hoffman

Professional Title : Business/Organization :

Address: 14916 Live Oak Springs Canyon Road

Apt./Suite No.:

City: Canyon Country

 State :
 CA

 Zip Code :
 91387

Telephone :

Email: hoffman_paula@yahoo.com

Cell Phone :

Email Subscription : Palmdale - Burbank

Add to Mailing List: Yes

Stakeholder Comments/Issues: Attention: Mr. Mark A McLoughlin

Being residents of Santa Clarita, specifically, Canyon Country, we vehemently oppose the "proposed" high speed rail project.

The proposed project is much too expensive for "perceived" benefits; will seriously impact housing values in our canyon; is too close to schools; and the noise impact will be unbearable to residents and particularly the children attending school.

We know of residents whose entire retirement is held in their beautiful homes. Now that they've retired and are ready to downsize, they cannot sell because of this proposed project. This situation could continue for years as it is our understanding no negotiations with the your team will take place until 12 months prior to the beginning of construction.

This project, as it currently stands running from Palmdale, was never approved by voters. The cost is astronomically higher than first stated. If you must run a train from Palmdale to Burbank, DO IT UNDERGROUND!

Your consideration of our concerns is greatly appreciated.

John & Paula Hoffman

14916 Live Oak Springs Canyon Road

Canyon Country, CA 91387

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1311 (Lisa Hoffort, August 18, 2014)

Palmdale - Burbank - RECORD #124 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/18/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Lisa Last Name: Hoffort

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

 Zip Code :
 00000

 Telephone :
 818.430.3054

 Email :
 eddrlisa@gmail.com

Cell Phone :

Email Subscription :

Add to Mailing List: No

Stakeholder Comments/Issues: completely unacceptable. I am an equestrian who votes and donates to

politicians. I will fight this in any way possible.

--

Lisa Hoffort, PsyD, CEDS

PSY 21572 818-430-3054

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or printout of this e-mail and any attachments.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : In Opposition to CAHSR Project

Submission 1312 (Lynda Horan, September 2, 2014)

September 2, 2014

Mrs. Lynda C. Horan 11004 Eldora Avenue Sunland, CA 91040-2005

Mr. Mark A. McLoughlin, Director of Environmental Services California High-Speed Rail Authority Southern California Regional Office 700 N Alameda, Room 3-532 Los Angeles, CA 90012

RE: Palmdale to Burbank Section

Dear Mr. McLoughlin:

I was astounded to learn only today that our small semi-rural community and the beautiful Angeles National Forest, that is our immediate neighbor to the north, are being considered as an alternative location for a portion of the California High-Speed Railway route into Los Angeles/Burbank.

I would like to go on the record as being adamantly opposed to such a proposal for many, many reasons, not the least of which is the thoughtless destruction of part of the largest national forest in the country, the displacement of wildlife and the noise pollution of the canyons and peaceful recreation sites that dot the region.

Mr. McLoughlin, please pay heed to those of us who have taken the time to write letters of opposition. We humans are the ones who will have to give up the rural, natural habitat along with the animals.

A better course for this railway would be adjacent to Highway 14. It would require considerably less cost as environmental impact and geological studies have already been accepted and the route is far better suited to transportation and greatly needed, as proven by the current heavy usage of Highway 14.

I cannot imagine why this particular route was even suggested, can you?

Sincerely,

(Mrs.) Lynda C. Horan

Submission 1312 (Lynda Horan, September 2, 2014)





Submission I313 (Wilma Horvath, August 27, 2014)

mark modoughlin High Spend Rail authority 100 M. alamend Rm 3. 532 J. A. C9 90012 I oppose the proprosed with though shadow Near Sir This is a wondreful area for outdoor There are activity + is great house houses are welcome few areas in S.C. where houses are welcome also it is a weldlife area & nation american cultered sites are in path.

Jul Train would distrigtly invisorment

y wently almosphere.

It would not be worth the cost. & Twils are available. to satisfy the wishes of alles areas in Santa Clarita Vally all plans for train en also extend time for conjuntions of this to be heard. We only bourses of this to be ago., any 24th, a week ago., any 24th, Wilnes astowalt

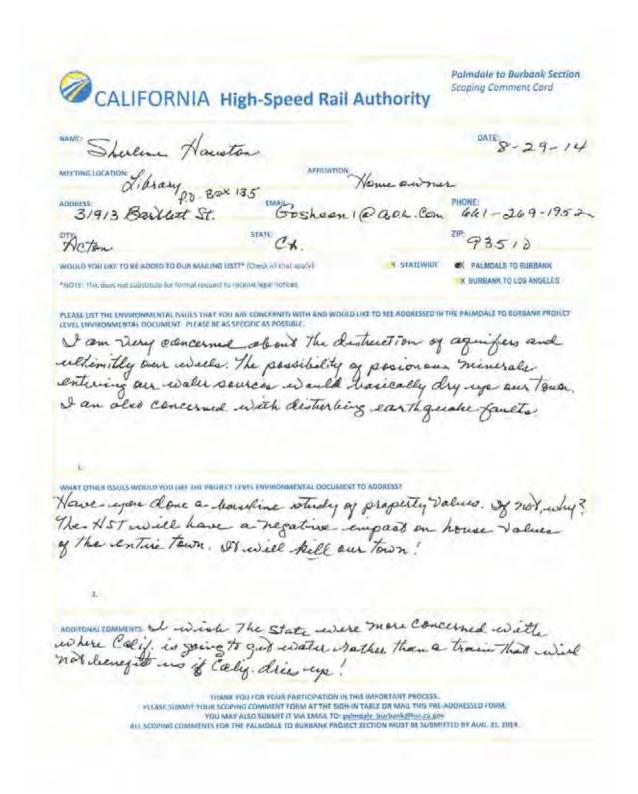


Submission I313 (Wilma Horvath, August 27, 2014)





Submission 1314 (Sherline Houston, August 29, 2014)





Submission 1314 (Sherline Houston, August 29, 2014)





Submission I315 (Regina Houston-Swain, August 11, 2014)

CALIFORN	Palmdale to Burbank Section Scoping Comment Card		
NAME: BEDIL	n Houston-	SWAIA	DATE: 8 -//-/C
MEETING LOCATION: A	ton Library	AFFILIATION:	esideral /
	CIANTER IN EMAIL		PHONE:
env. Acton	STATE:	o A	2001 935/0
WOULD YOU LIKE TO BE ADDED	TO OUR MAILING LIST?* (Check all the	soph) STATEWINE	LALMDALE TO BURBANK
		ED WITH AND WOULD LIKE	TO SEE ADDRESSED IN THE PALMDACE TO
- *no	ells se*	sering o	of life
And the second second	ecalion		
ADDITIONAL COMMENTS:	meeting for a	plan truly	ne of allow

U.S. Department of Transportation Federal Railroad Administration

Submission 1316 (Regina Houston-Swain, August 30, 2014)

Palmdale - Burbank - RECORD #443 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Regina Last Name: Houston-Swain

Professional Title :

Business/Organization:

Address: 5515 Clanfield Street

Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: ginahoustonswain@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: This plan would devastate this beautiful rural town. Wildlife and domestic

animals alike would suffer greatly.

Property values have already been negatively impacted. No one can sell without a tremendous loss. Actually no one wants to buy a house in this city knowing the devastation that is to come.

If property is seized homeowners should be compensated with

REPLACEMENT

cost values and relocation fees- not market values.

Water tables will obviously be affected. Most residents are on a well

ystem.

The noise polution of the train running through the middle of town will be unbearable for those whose property has not been seized.

There will also be health consequences for those who have to live through the construction years of this project. For those who are already disabled from respiratory problems it is likely an early death sentence.

I could say much more. However, I can only hope that someone will take

notice of this short email.

Regina Houston-Swain 5515 Clanfield Street

Acton 93510

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I317 (Tim Howie, September 6, 2014)

Palmdale - Burbank - RECORD #725 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/6/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Tim Last Name: Howie

Professional Title: **Business/Organization:**

Address: 27215 Appaloosa Road

Apt./Suite No.:

City: Santa Clarita

State: CA Zip Code: 91387

Telephone:

Email: timothyhowie@aol.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr McLoughlin,

I am writing to express my grave concern with the routing of the Burbank to Palmdale section of the High Speed Rail project. If routed near Santa Clarita, this project will leave a permanent scar across this section of California and generate excessive environmental impact on our community as each train passes above ground.

There is no need for this, it is so unnecessary. There best route would be the direct route from from Burbank to Palmdale, bypassing the Santa Clarita Valley all together. We do not want it.

If for some reason the alignment has to run through the Santa Clarita Valley, then it is clear that the tunnel extension alignment causes less environmental and community damage than the above ground alignment. Specifically, I oppose the above ground alignment. That is because it would put generations of children at risk by running close to two elementary schools, have a dramatic impact on our freedom to enjoy our yards in peace and quiet, and indeed create regular noise disturbance for every resident in North East Santa Clarita. Eliminating a community church for such an unnecessary route is inexcusable.

Like most residents of Santa Clarita, I see no need for anything other than the direct route between Burbank and Palmdale.

Please make sure that common sense prevails.

Tim Howie

27215 Appaloosa Road Santa Clarita

CA 91387

EIR/EIS Comment:

Submission 1318 (Laurie Hu, August 31, 2014)

Palmdale - Burbank - RECORD #386 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Laurie Last Name: Hu

Professional Title : Business/Organization :

Address: 34878 Palgrave Rd.

Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: laurie8hu@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

We are writing to vehemently express our opposition to the proposed route of the High Speed Rail (HSR) thru Acton. We moved to Acton 18 years ago specifically for the rural lifestyle it offers and if the HSR is built thru this area, that lifestyle will be severely impacted, if not destroyed.

Acton is a beautiful, quiet, rural community. People move here because they want to get away from the hustle & bustle of the city. They want to enjoy the outdoors, keep livestock, ride horses, see the stars, and be able to go outside at dawn or dusk and HEAR the quiet. All that will change if HSR comes to town.

Most of us in Acton rely on private wells for our water. We want assurances that construction and operation of HSR in Acton will not affect either our water quality or the quantity of water available. Drilling a new well is extremely expensive and not even guaranteed that you will reach water. Will we be compensated if our well fails after HSR comes to town? In 18 years, we have never had a problem with water availability and have only had to purchase water twice due to well maintenance issues so obviously we have a good well. If we all of a sudden don't have water anymore, we are going to blame HSR for altering the underground water channels and/or water levels and we are going to want the state to take responsibility for making it right again.

Wildfires seem to come thru our community every few years. Firefighters do an excellent job funneling the fires away from our homes. Will the HSR tracks and/or tunnels impact their ability to reach fires, fight them and protect houses? Will there be any chance the HSR itself could spark a wildfire? Keep in mind sparks and embers can travel a great distance when the Santa Ana winds are blowing, and during fire season they are usually blowing in this area.

We are concerned about the noise that HSR will bring. We moved here for the peace and tranquility. Also, there are a lot of horse-lovers in Acton - we don't want to hear on the news that somebody was killed or paralyzed

Submission I318 (Laurie Hu, August 31, 2014) - Continued

because the HSR startled a horse which then threw its rider off.

We are concerned that during the construction phase of HSR, dust, noise, and traffic will all make living here more difficult. There are a limited number of roads in the community and if/when there are any road closures, it severely disrupts commuting times.

We are also concerned that our property values will be severely negatively impacted. We wouldn't move to a community that had a HSR running thru it and are sure we are not alone in feeling that way. Property values are sure to decrease.

Please reconsider the proposed route for HSR. Don't ruin a wonderful community!

Sincerely,

Laurie & Daniel Hu 34878 Palgrave Rd. Acton, CA 93510

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter :



Submission 1319 (Ronald and Marie Hudspeth, August 29, 2014)

Palmdale - Burbank - RECORD #525 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Ronald Last Name: Hudspeth

Professional Title : Business/Organization :

Address: 9975 Terhune Ave

Apt./Suite No.:

City: Shadow Hills

State: CA **Zip Code**: 91040

Telephone :

Email: reeziehudspeth@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To those who make decisions which effect OTHER people's LIVES and

LIBERTY!

This email is to VEHEMENTLY OPPOSE any such action of a 'High Speed Rail'

line slicing through our foothill communities!

- (1) It would totally RUIN any surrounding area in its path
- (2) "WE the PEOPLE" do NOT want it or need it that's what the under-used AMTRACK was designed to do $\,$
- (3) It is a TOTAL POLITICAL government BOONDOGGLE
- (4) It is another MISUSE of Federal dollars to satisfy a 'so called desired legacy' of a state governor
- (5) It would be DESTRUCTIVE to our vital and fragile environment: noise, pollution, flood pain, federal waters and endangered species
- (6) The adverse effect IT WOULD HAVE on our property values, our scenic highway and our equestrian lifestyle-not to mention the well-known earthquake faults

I defy ANYONE who is in favor of this 'MONSTER' idea to 'say yes' to it... IF it was placed in YOUR backyard!!

GO BACK to the drawing board and reconsider the CAUSE, COST AND EFFECT of this nightmare!!!

Submission I319 (Ronald and Marie Hudspeth, August 29, 2014) - Continued

Ronald and Marie Hudspeth

9975 Terhune Ave.

Shadow Hills, CA 91040

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission I320 (Joel Hyder, August 28, 2014)

Palmdale - Burbank - RECORD #300 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Joel Last Name: Hyder

Professional Title: **Business/Organization:**

653 TALBERT AVENUE Address:

Apt./Suite No.:

City:

State: CA Zip Code: 93065

Telephone:

Email: HYDER111@aol.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014

Jeff Morales

Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank as a whole, this portion as plainfed that sour communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do

that, a more meaningful and promising debate could begin in those

communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

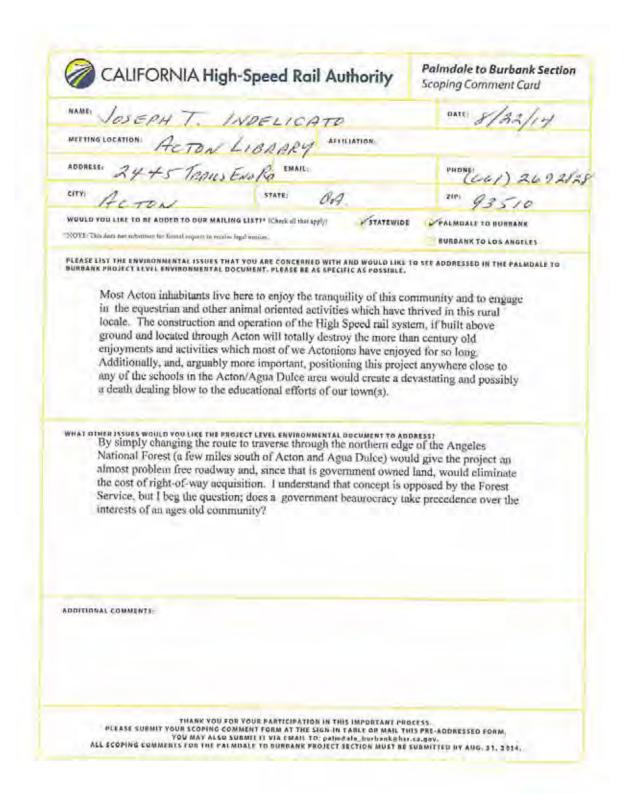
Sincerely, JOEL HYDER 653 TALBERT AVENUE SIMI VALLEY, CA.

93065

EIR/EIS Comment:

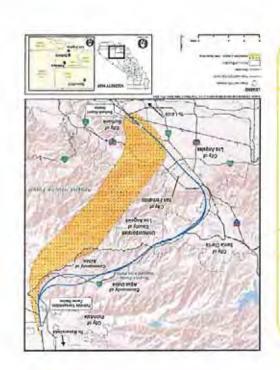
Need PI response: Yes- Standard Response General Viewpoint on Project: In Opposition to SR 14

Submission I321 (Joseph T. Indelicato, August 22, 2014)





Submission I321 (Joseph T. Indelicato, August 22, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



54NTA CLARITA CA 913 22 AUG 2014 PN 5 L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303

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Submission 1322 (Toni Ingallina, September 11, 2014)

Palmdale - Burbank - RECORD #849 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No 9/11/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Toni Last Name: Ingallina

Professional Title : Business/Organization :

Address: 10098 Barling Street

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

 Telephone :
 818-951-1136

 Email :
 toni@ingallina.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues :

September 11, 2014

Mark A. McLoughlin, Director of Environmental Services

Attn: Palmdale to Burbank Project Section

California High Speed Rail Authority 700 North Alameda St., Room 3-532

Los Angeles, CA 90012

(Email: palmdale_burbank@hsr.ca.gov)

Re: High Speed Rail/Palmdale to Burbank

Dear Mr. McLoughlin:

My husband and I have lived in the Shadow Hills area of Sunland for 13 years. We are relatively new to the area as a great many neighbors have lived here for much longer. I have begun helping in the neighborhood in just the last few years and find the local people to be a step above in their commitment to the lifestyle provided in this unique equestrian culture. They will pull together to keep this area intact. I'm writing now to join my neighbors in their efforts to keep this infeasible high speed rail alternate route from further pursuit.

It has been pointed out that this non-specific new study area contains a variety of geologic features that make it infeasible for a high speed rail, and the obvious high cost of an environmental study would only waste more tax payer money for something that can be easily seen to impact beyond repair

Submission 1322 (Toni Ingallina, September 11, 2014) - Continued

residential areas, as well as public recreation areas and natural animal habitat open space. A further study is absolutely not needed. Use the existing study for alignment along 14/5 freeways. These corridors have already been studied at great cost and have all permits for land use, etc., that are necessary.

As mentioned in the SHPOA letter to you dated August 29, 2014, the important points are presented very well and I am joining with all the residents negatively impacted by this alternate corridor for the HSR. I urge you to use basic common sense and discard the Palmdale to Burbank route across and through the San Gabriel Mountains and Angeles National Forest, through Shadow Hills and nearby communities to Burbank.

Thank you for your attention to this matter.

Sincerely,

Toni Ingallina

10098 Barling Street

Shadow Hills, CA 91040

toni@ingallina.com

818-951-1136

Cc: felipe.fuentes@lacity.org; Claudia.rodriguez@lacity.org; Wesly.hernandez@lacity.org; Councilmember.martinez@lacity.org; fifthdistrict@lacbos.org; shpoa@shpoa.us; sev@bos.lacounty.gov; Teresa.lamb@mail.house.gov; Paul.krekorian@lacity.org; marcos.sanchez@asm.ca.gov; tbell@lacbos.org; mcano@lacbos.org; raul.bocanegra@asm.ca.gov; mayor.garcetti@lacity.org; jim.dantona@lacity.org

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1323 (Linda J. Hornick, August 28, 2014)

Palmdale - Burbank - RECORD #554 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο 8/28/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Linda Last Name: J. Hornick

Professional Title: **Business/Organization:**

Address: 12175 Mercer Street

Apt./Suite No.:

City: Lake View Terrace

State: CA 91342 Zip Code: Telephone: 818-899-4487

Email: ljhornick2003@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Spending more money, for evaluation and environmentalstudies of a second HSR route through the mountains and foothills is wastefuland unacceptable. No matter how narrowthe proposed path, underground, or over land – permitting an HSR easementacross the mountains and washes would havefar-reaching destructive effects for areas designated as open space and already environmentally sensitive. The fauna and flora of the mountain & wash areaswould be displaced and potentially harmed by prolonged construction and pursuantmaintenance of the transportationeasement required for the miles of underground rail and air vents. Using the existingrail easements the run through the Valley would be less harmful and hopefullyless expensive than tunneling 50+ miles through seismically active mountains. Save our tax money on this one.

City stakeholders, including many equestrians, look to our ruralarea for its natural attributes and relief from crowded city life. Years of thecommunities pursuing trail preservation and linking to Rim of the Valley isthreatened. Years of building Federal support for inclusion in a National RecreationArea, and the most recently requested National Monument status for the SanGabriels and adjoining foothills is jeopardized by this sudden proposed

Previously on July 17th, I attended a presentation by Michelle Boehm of the California High-Speed Rail Authority, also held at the Lake View Terrace Recreation Center, which showed the HSR route from Palmdaleto Burbank along the freeways and the already existing railway easements withinthe San Fernando Valley. This route, with further environmental and safetystudies, seemed logical. I still have safety concerns about high speed trainscoming through middle-valley communities but have received assurance by HSR repsthat crossings would be elevated or undergrounded to avoid pedestrian andvehicular traffic.

As a resident of Lake View Terrace who recognizes the needfor, and works at preserving open space in the North East Valley, I see the addition of an "additional" scoping route thattunnels through the mountains and goes through the Tujunga wash areas, mostrecently presented at the August 14th scoping meeting at the LakeView Terrace Recreation Center, as against our much needed open space and extremely detrimental to the ecology and rural communities along the foothillsof Los Angeles City and County.

Submission 1323 (Linda J. Hornick, August 28, 2014) - Continued

Linda Joyce Hornick 12175 Mercer Street Lake View Terrace, CA 91342 818-899-4487 Ijhornick2003@aol.com

EIR/EIS Comment : Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Form Letter :

Submission 1324 (Ben and Jannel James, August 28, 2014)

Palmdale - Burbank - RECORD #297 DETAIL

Status :PendingRecord Date :8/28/2014Response Requested :NoSubmission Date :8/28/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Email

First Name: Ben and Jannel

Last Name : James

Professional Title : Business/Organization :

Address: 28265 Canyon Crest Drive

Apt./Suite No.:

City: Canyon Country

 State :
 CA

 Zip Code :
 91351

Telephone :

Email: BJames@sjm.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014

Jeff Morales

Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley. The hope of our community depends on it.

Sincerely,

Ben and Jannel James 28265 Canyon Crest Drive Canyon Country, CA 91351

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

Submission I324 (Ben and Jannel James, August 28, 2014) - Continued

General Viewpoint on Project: In Opposition to SR 14

Submission 1325 (Eleanor and Larry James, August 31, 2014)

Palmdale - Burbank - RECORD #377 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Eleanor Last Name: James

Professional Title: **Business/Organization:**

Address: Shadow Hills

Apt./Suite No.:

City: 91040 State: CA Zip Code: 00000

Telephone:

Email: jamesshad@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Re: California High Speed Rail Authority Att:Palmdale to Burbank project

section

Mark A.McLoughlin director Environmental Services

I have been a resident of Shadow Hills, Ca 91040 for over 33 years. My family and I are totally opposed to the HIGH SPEEDRAIL ALTERNATIVE LINE. SHADOW HILLS is in the eye of the storm for HSB alternative line. We are opposed to any of the lines coming through Big Tujunga Wash & Shadow

"The lines need to go through commercial & industrial areas NOT RESIDENTIAL OR SENSITIVE ENVIRONMENTAL AREAS! The myriad of environmental obstacles raises insurmountable costs & is infeasable.

These are just a few of the risks to our community,

Property values Earthquake faults,

Federal waters, endangered species

Threat to our equestrian lifestyle, Eminent Domain

Pollution, noise

Destruction of our beautiful community

Scenic highway

The entire community of Shadow Hills is @ risk to the "vague non-specific Alternative Corridor New Study Area". We are Opposed to ANY LINES coming through Shadow Hills and the 500 square miles potentially in the path of HSR!!!

The ORIGINAL ROUTES 14 and 5 ALTERNATIVES are FAR SUPERIOR!!!

Sincerely, ELEANOR & LARRY JAMES, Shadow Hills residents

cc: Felipe Fuentes

Mike Antonovich, gov.Jerry Brown,mayor Garcetti Sent from my iPad

EIR/EIS Comment:

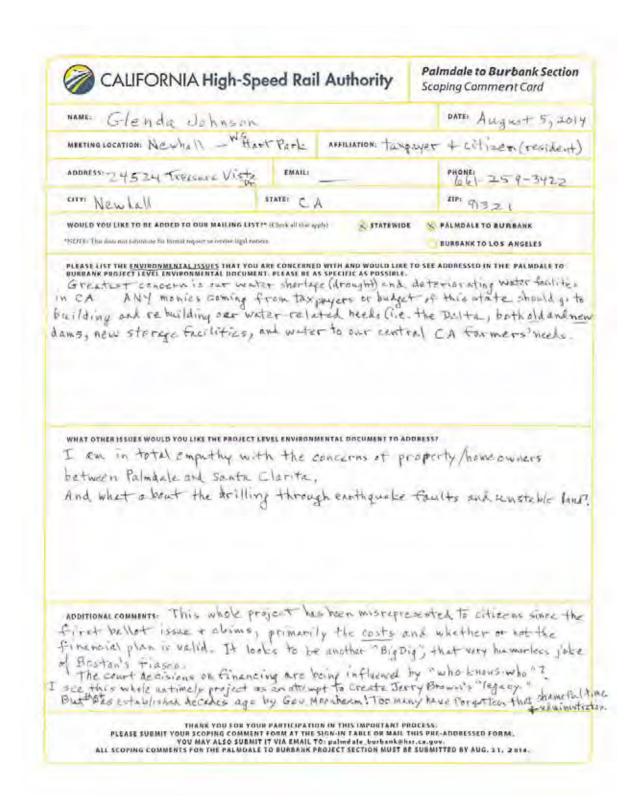
Need PI response: Yes- Standard Response

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission I325 (Eleanor and Larry James, August 31, 2014) - Continued

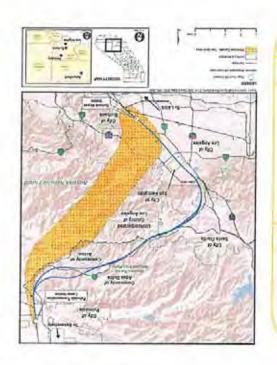
General Viewpoint on Project : Prefer SR 14, Do not prefer Alternative Corridor **Form Letter :**

Submission 1326 (Glenda Johnson, August 5, 2014)





Submission 1326 (Glenda Johnson, August 5, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:





Mark A. McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

90012830E3 COST

political trainfallifehallfflatested orbital





Submission 1327 (Daryl Johnson, August 12, 2014)

Palmdale - Burbank - RECORD #142 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: Nο 8/12/2014 Submission Date: Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Daryl Last Name: Johnson

Professional Title: **Business/Organization:**

Address: 3853 Roberts Road

Apt./Suite No.:

City: Acton State: CA 93510 Zip Code: Telephone: 661-305-6480 Email: daryljohns@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: See below comments from Acton resident, please process as a scoping

comment letter in CommentSense.

Karl Fielding

Senior Environmental Planner California High-Speed Rail Project Parsons Brinckerhoff 444 South Flower Street, Suite 800

Los Angeles, CA 90071 Direct: (213) 896-5665 Mobile: (916) 915-2759

fieldingk@pbworld.com<mailto:fieldingk@pbworld.com>www.pbworld.com<http://www.pbworld.com/>

From: D Johnson [mailto:daryljohns@gmail.com]

Sent: Monday, August 11, 2014 9:40 PM To: Fielding, Karl; cdemucci@epicland.com Subject: RE: HSR -Acton

Karl & Cheryl,

It was a pleasure to meet you both. Thank you for a few minutes of your time this evening to answer some of my questions. Congratulations on surviving the event. Something tells me the group went out for drinks afterwards to relax and wind down. Tensions were no doubt high this evening.

On another note the website link below will take you to an article that explains about the dust problem generated by a solar farm project in the Antelope Valley. Unintended consequences from not listening to environmental

http://www.greentechmedia.com/articles/read/First-Solar-Cleared-to-Resume-Construction-in-Antelope-Valley

Submission 1327 (Daryl Johnson, August 12, 2014) - Continued

This article sheds light on something that was not brought up in the presentation which has to do with the impact of the construction operation. Edison is currently running a new transmission through the valley and over Acton. In doing so the construction camp looks like a military installation. Big trucks and heavy equipment minus the tanks. I'm sure many residents are wondering just how big the HSR operation will be.

Also there was no information about just how much noise this HSR will make. The Town of Acton and the surrounding neighborhoods are dead quiet at night. Because we are in a valley sounds echo for some distance. The loudest sounds from the BNSF freight and Metro-link trains come from the horns. I think the primary concerns that have the most impact on a route are construction operations, noise, and the frequency of trains. Property values in the area could experience a big hit if the noise from the HSR is as loud as the British Airways Concord. That said, if the line went through the national forest and much of it underground I don't think there would be a great amount of resistance.

Please feel free to contact me if you have any questions.

Wishing you both continued success with your presentations.

Kind regards,

Daryl Johnson
CA State Certified General Real Estate Appraiser
Appraisal Institute Associate Member
3853 Roberts Road
Acton, CA 93510
(661) 305-6480
www.LosAngelesPropertyValuations.comhttp://www.LosAngelesPropertyValuations.com

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EIR/EIS Comment :

Need PI response : Yes- Standard Response

Yes

General Viewpoint on Project : In Opposition to SR 14, In Support of Alternative Corridor

Submission 1328 (Vanessa Johnson, Community Chiropractic, August 29, 2014)



COMMUNITY CHIROPRACTIC

DR. VANESSA JOHNSON, D.C. 1942 W. SIERRA HWY., SUITE 6 ACTON, CA. 93510

TEL (661) 269-1400 # FAX: (661) 269-1566

8/29/14

Re: California High-Speed Rail, Paladale to Brustank Section

Dear Mr. McLoughlin,

I wish to express my concerns about the impacts of the proposed HSR through our local towns of Actor of Agua Dulce. This project will adversely affect our environmental quality, visual beauty, wetlands, sensitive wildfife species, agricultural animal husbandry of farming, schools and tusivesses, not to mextra our water wells, without which life is not possible here in the desert. The noise and visitation are completely unacceptable also. Property values are already being adversely affected by the possibility of the HSR through Actor.

Please choose a route that completely amos Acton.

Yours fruly, Variessa Johnson D.C.



Submission I328 (Vanessa Johnson, Community Chiropractic, August 29, 2014)





Submission 1329 (Herb Johnston, August 31, 2014)

Palmdale - Burbank - RECORD #344 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: No Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Herb Last Name: Johnston

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: morsel.crumb@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 26, 2014 Jeff Morales Chief Executive Officer

California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those

communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely, Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer SR 14

Submission 1330 (Paul Jones, August 29, 2014)

Mark A. McLoughlin, August 29th 2014
Director of Environmental Services
ATTN: Palmdale to Burbank AND Burbank to Los Angeles
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles, CA 90012

SUBJECT: Palmdale to Burbank AND Burbank to Los Angeles

Dear Mr. McLoughlin:

Your group is doing a scoping study concerning the environmental review between Palmdale and Burbank and onward to Los Angeles.

City Councils along that route are concerned about the speeds the high-speed train be going through their cities. I enclose the results of my analysis I that indicates the high-speed train will be going through the cities along the route at high speed, which will probably be objectionable (including unsafe) for many of these urban areas.

I therefore ask you to consider this issue and the results of my analyses, which accompany this letter.

Copies:

aul Jones

Acton Town Council
Agua Dulce Town Council
Burbank City Council
Los Angeles City Council, Seventh District
Palmdale City Council
San Fernando City Council
Santa Clarita City Council
Van Nuys Neighborhood Council

Submission 1330 (Paul Jones, August 29, 2014) - Continued

Table accompanying 29 August 2014 letter from Paul Jones to Mark McLoughlin of the California High-Speed Rail Authority

DS THROUGH ALIFORNIA (TOOL STATE OF THE PARTY OF THE
miles per hour	
Southbound	Northbound
HSR Trains	HSR Trains
210 mph	220 mph
220 mph	155 mph
220 mph	200 mph
220 mph	175 mph
220 mph	160 mph
	ALIFORNIA C miles per hour Southbound HSR Trains 210 mph 220 mph 220 mph 220 mph

^{*} Source: Memorandum by Frank Vacca of February 11, 2013 to Jeff Morales, CEO, California High-Speed Rail Authority, Titled: Phase 1 Blended Travel Time. Also incorporated into the court Declaration of Frank Vacca

Submission 1330 (Paul Jones, August 29, 2014)





Submission I331 (Alison Jones, August 30, 2014)

Palmdale - Burbank - RECORD #449 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Alison Last Name: Jones

Professional Title : Business/Organization :

Address: 9750 La Canada Way

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

 Telephone :
 818-850-8669

 Email :
 alisonj16@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

I am completely against the rail line coming through Shadow Hills. So many lives would be horribly impacted. This is a very unique area that cannot be duplicated. Anyone forced to give up their home or has their neighborhood ruined will not be able to recreate their life elsewhere.

So many people in our neighborhood have horses, goats, geese and other animals on their property. Their options for moving will be terribly limited. Many will be forced to give up their animals and they will be deveated.

Also, this is not the economic climate for the state to take on such an expensive project.

If it must be built, it only makes sense to go along the 14 and 5, where people's lives won't be ruined.

Also, just the mention of it as a possibility lowers our home values. How long will this threat be hanging over our heads? It is terribly stressful and if someone does want to sell their property and move, this makes it very difficult. Who would want to buy a home in a neighborhood with such an uncertain future. For most people, their home is their biggest investment and they won't want to take such a big risk as buying into an area with such an uncertain future.

Sincerely,

Alison Jones 9750 La Canada Way Shadow Hills, CA 91040 818 850 8669

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

Submission I331 (Alison Jones, August 30, 2014) - Continued

General Viewpoint on Project : Do not prefer Alternative Corridor **Form Letter :**

Submission 1332 (Mary Gayle Joyce, September 12, 2014)

CALIFORNIA	High-Spe	ed Rail A	uthority	Palmdale to Burbank Section Scoping Comment Card
NAME: Mary Gayle Joyce				DATE: 9/12/14
MEETING LOCATION: Acton		AFFILIATION:	Acton Resident	
ADDRESS: 3212 Country Way	EMAIL:	gj@joycemed	iainc.com	PHONE: 661-269-1832
CITY: Acton	STATE:	CA		ZIP: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAI			X STATEWIDE	\hat{X} Palmdale to Burbank \hat{X} Burbank to los angelesx
Alternative Corridor-New Study Area:	act routing is vague, un		_	
cause this is a new study area, the exect without a more detailed, narrowed what other issues would you like the Potential Tunneled Alternative: We preton and Agua Dulce Community Sta	act routing is vague, und route. ROJECT LEVEL ENVIRONME opose a Tunneled Altendards District Boundards Dist	ENTAL DOCUMENT TO crnative within the aries that is to the	ADDRESS? Angeles National F far eastern and sout	sible to be supportive of this align- orest that is outside of both the hern edges of the Alternative
cause this is a new study area, the ex- ent without a more detailed, narrowed what other issues would you like the P Potential Tunneled Alternative: We pre- eton and Agua Dulce Community Sta	act routing is vague, und route. ROJECT LEVEL ENVIRONME opose a Tunneled Altendards District Boundards Dist	ENTAL DOCUMENT TO crnative within the aries that is to the	ADDRESS? Angeles National F far eastern and sout	sible to be supportive of this align- orest that is outside of both the hern edges of the Alternative
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cause this is a new study area, the ex- ent without a more detailed, narrowed what other issues would you like the p Potential Tunneled Alternative: We pr eton and Agua Dulce Community Sta orridor-New Study Area. Additionally	act routing is vague, und route. ROJECT LEVEL ENVIRONME opose a Tunneled Altendards District Boundards Dist	ENTAL DOCUMENT TO crnative within the aries that is to the	ADDRESS? Angeles National F far eastern and sout	sible to be supportive of this align- orest that is outside of both the hern edges of the Alternative
	act routing is vague, und route. ROJECT LEVEL ENVIRONME opose a Tunneled Altendards District Boundards Dist	ENTAL DOCUMENT TO crnative within the aries that is to the	ADDRESS? Angeles National F far eastern and sout	sible to be supportive of this align- orest that is outside of both the hern edges of the Alternative



Send by Certified Mail to:

Submission 1333 (Kirk Kalstad, August 28, 2014)

Palmdale - Burbank - RECORD #578 DETAIL

Status :PendingRecord Date :9/3/2014Response Requested :NoSubmission Date :8/28/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Kirk
Last Name : Kalstad

Professional Title : Business/Organization :

Address: 2470 Trails End Rd

Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: kwakekarma@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Hello,

This letter is to express my objection to moving forward with the Palmdale to Burbank section of the High Speed Rail. As an Acton homeowner, this would have numerous negative effects. I purchased this property and live here for the rural, peaceful country lifestyle. That would be severely degraded if this project were to proceed through Acton. The environmental impact would certainly have a negative effect with a project of this magnitude. The noise pollution would have a direct negative effect on my horses and dogs, as well as wildlife.

Please register my strongest opposition to this project coming through or near

Acton.

Thank you, Kirk Kalstad 2470 Trails End Rd Acton, CA 93510

kwakekarma@gmail.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1334 (Richard Kanes, August 29, 2014)

Palmdale - Burbank - RECORD #534 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Richard Last Name: Kanes

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone:

Email: kanes3k@yahoo.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Dear Mr. Mark A. Mc Laughlin,

As a stakeholder in the current alignment of the CHSR through Santa Clarita I have many questions and reservations concerning the scoping process. First and foremost the ballot initiative of 2008 clearly stated that the CSHR project would follow the I-5 corridor . there was no mention of a loop to Palmdale and Tehachapi, a detour of approximately 75 miles. Second the cost was originally estimated to be 38 billion. Now is it 68 billion and counting. At the last scoping meeting in Acton, I was told that there was a scoping meeting in 2007 where it was decided that the loop through Palmdale was the preferred route. Interestingly enough, no one in my community was informed about this meeting or its decision. Was it a public meeting or a meeting behind closed doors? Surely a straight line is the shortest distance between two points. The I-5 corridor route would not entail anywhere near the amount or cost of tunneling, grading or acquisition of private property as the route through Santa Clarita, Acton, Agua Dulce does. Tehachapi is a highly seismic area. If this route was the preferred one and chosen in 2007 and the initiative of 2008 wording was changed to mislead voters, the voters should have an opportunity to vote again with the information that is now available concerning costs and route selection! This would be a truly democratic and honest approach. To continue to use the current alignment plan

reminds me of the 19th century railroad barons lack of concern for the public and their unethical trees and complicity of government condemnation. If the CHSR must go through Palmdale for the political and enrichment of a handful of influential investors, then a tunnel route through the Angeles Forest from Burbank to Palmdale is the logical choice. It is shorter, faster, and will have less impact on the communities of Santa Clarita, Agua Dulce and Acton where there are major concerns regarding noise, environmental and sociological, concerns that would have severe negative effects on these

communities.

Thank you, Richard M. Kanes

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1335 (Shana Kaplan, August 30, 2014)

Palmdale - Burbank - RECORD #456 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: Yes Submission Date : 8/30/2014 Affiliation Type : Individual Interest As: Individual **Submission Method:** Project Email First Name: Shana Last Name : Kaplan

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

 State :
 CA

 Zip Code :
 00000

Telephone :

Email: Shana@wolffurban.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: no to a tunnel and train in the mountains in LA. it would be appreciated for

years to come!

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1336 (Lisa Kauppi, August 27, 2014)

Palmdale - Burbank - RECORD #613 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Lisa Last Name: Kauppi

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: NA

Telephone: 661.705.0701

Email: Cell Phone: **Email Subscription:** Add to Mailing List:

Stakeholder Comments/Issues:

> From: "Lisa Kauppi" <4alltherightmoves@socal.rr.com> > Subject: Palmdale to Burbank Section EIR/EIS > Date: August 26, 2014 at 12:17:43 PM PDT > To: <palmdale_burbank@hsr.ca.gov>

> Cc: <scvtaskforce@gmail.com>

> Dear Mr. Mark A. McLoughlin,

> If you can't eliminate this useless "train to nowhere" please know that this Sand Canyon Resident and Realtor is strongly opposed to this project.

> Support The preferred alignment direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor

> We definitely oppose the above ground alignment:

> 1. Much too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

> 2. Eliminates a community church

> 3. Eliminates houses and negatively impacts neighborhoods, reducing property values and raping people of retirement equity.

> 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita.. Again quality of life issues and property values deminished

> 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita. Same issues as above

> 5. Eliminates a job center approved for our community which would help bring back the property values that have already been affected by the last economic downturn.

> Search For Homes / What's My Home Worth / Market Insider News



Submission 1336 (Lisa Kauppi, August 27, 2014) - Continued

> All the Best, > Lisa Kauppi > Fine Estates Director > Troop Real Estate, Inc. > 661.705.0701 > Bre#01421407

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project:

Submission 1337 (Katherine Kean, September 7, 2014)

Palmdale - Burbank - RECORD #719 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/8/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Katherine Last Name: Kean

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Los Angeles

 State :
 CA

 Zip Code :
 91042

Telephone:

Email: katherine@katherinekean.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: I oppose the alternate route through the Angeles National Forest.

In light of our ongoing and recurring alternating drought and flood conditions this route would substantially interfere with water resources, free flowing rivers and natural springs. We need to add to groundwater percolation and allow the natural flooding, not disrupt it, so that water can naturally make its way into and replenish underground aquifers. In addition, this project would have a significant adverse effect on one of a few remaining travel corridors and habitats for wildlife and mar the beauty of the mountains for 3.5 million visitors a year who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding.

This project would endanger the habitat for many rare and endangered species

including mountain lions, Nelson's bighorn sheep, mountain yellow-legged frogs, Bell's Vireo bird and Santa Ana Suckers. It also conflicts with current Land Use plans adopted for the purpose of preserving current environment and use and will create excessive noise levels and vibration issues in a largely residential and recreational area.

Lastly, a prior Metro link study found a route through the mountains to be 10 times more costly.

KATHERINE KEAN Painting Nature in stillness and storms. Los Angeles, CA 91042

Web: http://katherinekean.com

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission 1337 (Katherine Kean, September 7, 2014) - Continued

Face Book: http://Facebook.com/KatherineKeanFineArt http://fwitter.com/KatherineKean http://twitter.com/KatherineKean http://linkedin.com/in/katherinekean http://linkedin.com/in/katherinekean

EIR/EIS Comment: Yes

Submission 1338 (Kathleen Keefe, September 4, 2014)

Palmdale - Burbank - RECORD #740 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/4/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Kathleen Last Name: Keefe

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: kathleenillini@yahoo.com

Cell Phone:

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: Dear Mark;

> I am sure you have recieved many of these requests, nevertheless it just speaks to how the Bullet Train through our beautiful and UNIQUE Sand Canyon Area will RUIN not only the community but impact the envirnment. Please consider. The next step if this continues through our valley will be to take this back to the voters and force the defunding of this project, which by many accounts is too costly and not up to date with the current technology.

> A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together

- B. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.
- C. We definitely oppose the above ground alignment:
- 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

2. Eliminates a community church

- 3. Eliminates houses and negatively impacts neighborhoods3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita 5. Eliminates a job center approved for our community

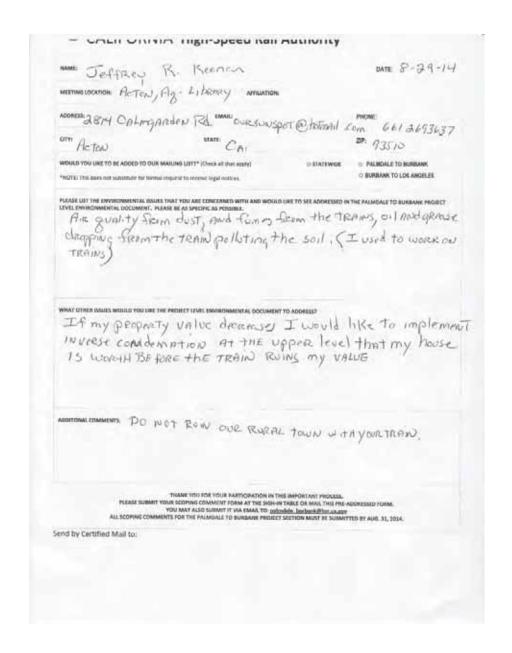
palmdale_burbank@hsr.ca.gov

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Submission 1339 (Jeffrey R. Keenan, August 29, 2014)



Submission 1340 (Dominique Keller, August 31, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely.

Cc: CHSRA Chairman, Dan Richard

Dominique Keller



Submission 1341 (Scott Keller, August 31, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

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Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard



Submission 1342 (Patrick Kelley, August 31, 2014)

Palmdale - Burbank - RECORD #361 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Patrick Last Name: Kelley

Professional Title : Business/Organization :

 Address:
 756 Foreston Rd

 Apt./Suite No.:
 PO Box 134

 City:
 Acton

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

 Telephone:
 661-373-5664

Email: pkelley@hartdistrict.org

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: I am a homeowner in Acton, CA. My street address is 756 Foreston Rd, but my mailing address is PO Box 134, Acton 93510.

My home would have the train running underneath it. My problem with this is that I depend on a 650 ft. well for my water. With all the construction for the train, I'm concerned that the excellent water table that I get my water from would be disrupted at the least, if not totally obliterated.

12 years ago we had this well dug. It's an excellent well which produces an estimated 9 gallons per minute. During the last 12 years we have had good tasting water without interruption from this well. Our neighbors all have good water producing wells.

I can't see how building a tunnel underneath us and having trains running through, causing vibrations, is not going to disrupt our well, not to mention all the disruptions of the ground from the building of this tunnel.

If I lose my water table, I'd have to have a new well drilled which would cost about \$50,000. There's no guarantee that a new well would produce at such good rate or quality of water. there is also no guarantee that another spot on my property would be able to access water.

As for city water, there is no city water readily available to connect to. Additionally, city water is treated with chemicals and does not taste as good as my well water.

Furthermore, we do not have sewer. We depend on septic tanks and the ability of the septic to percolate through our soil. Again, my fear is the disruption of the ground beneath us would make our septic unusable.

There is no local sewer system to hook up to.

Basically, California would have to drill new wells for all the homeowners in this area, if they could even find water in our area after the construction and disruption of our water table. Otherwise, we would have to settle for city water, which we would expect the state to pay to bring

Submission 1342 (Patrick Kelley, August 31, 2014) - Continued

to this area, hook us up, and reimburse for all monthly water bills, since our current water supply is free. Also, we would require a water filtering system at our house to filter out the chemicals.

Should our septic become unusable, we would expect the state to dig sewers in this area, and again provide free service since our septic is free.

Lastly, having a train run under our house will decrease the value of our home. The recent housing market crash already cut the value of our home in half. I can only imagine how bad a train under our house will hurt our investment. Is the state willing to reimburse us the loss in value?

I appreciate your taking our situation into account while you consider this route. An underground railway will disrupt the town of Acton and its rural lifestyle. A better route needs to be considered.

Sincerely,

Pat Kelley
*PO Box 134 *
Acton, CA 93510
661-373-5664

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :



Submission 1343 (Angi Kelley, August 31, 2014)

Palmdale - Burbank - RECORD #362 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: Angi Last Name: Kelley

Professional Title:

Business/Organization:

Address: 756 Foreston Rd Apt./Suite No.: PO Box 134 City: Acton State: CA Zip Code: 93510 Telephone: 661-269-2360 Email: angi@cabail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am a homeowner in Acton, CA. My street address is 756 Foreston Rd, but my mailing address is PO Box 134, Acton 93510.

> My home would have the train running underneath it. My problem with this is that I depend on a 650 ft. well for my water. With all the construction for the train, I'm concerned that the excellent water table that I get my water from would be disrupted at the least, if not totally obliterated.

12 years ago we had this well dug. It's an excellent well which produces an estimated 9 gallons per minute. During the last 12 years we have had good tasting water without interruption from this well. Our neighbors all have good water producing wells.

I can't see how building a tunnel underneath us and having trains running through, causing vibrations, is not going to disrupt our well, not to mention all the disruptions of the ground from the building of this tunnel.

If I lose my water table, I'd have to have a new well drilled which would cost about \$50,000. There's no guarantee that a new well would produce at such good rate or quality of water. there is also no guarantee that another spot on my property would be able to access water.

As for city water, there is no city water readily available to connect to. Additionally, city water is treated with chemicals and does not taste as good as my well water.

Furthermore, we do not have sewer. We depend on septic tanks and the ability of the septic to percolate through our soil. Again, my fear is the disruption of the ground beneath us would make our septic unusable.

There is no local sewer system to hook up to.

Basically, California would have to drill new wells for all the homeowners in this area, if they could even find water in our area after the construction and disruption of our water table. Otherwise, we would have to settle for city water, which we would expect the state to pay to bring

Submission 1343 (Angi Kelley, August 31, 2014) - Continued

to this area, hook us up, and reimburse for all monthly water bills, since our current water supply is free. Also, we would require a water filtering system at our house to filter out the chemicals.

Should our septic become unusable, we would expect the state to dig sewers in this area, and again provide free service since our septic is free.

Lastly, having a train run under our house will decrease the value of our home. The recent housing market crash already cut the value of our home in half. I can only imagine how bad a train under our house will hurt our investment. Is the state willing to reimburse us the loss in value?

I appreciate your taking our situation into account while you consider this route. An underground railway will disrupt the town of Acton and its rural lifestyle. A better route needs to be considered.

Angi Kelley 661-269-2360 PO Box 134 Acton, CA 93510

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :



Submission 1344 (Kelly Kerby, September 2, 2014)

High Speed Rail Scoping Meeting Response

Attn. Mark McLaughlin Director of Environmental Services.

Dear Mr. McLaughlin,

On 8/11/14 I attended what was billed as a "public meeting" with the Rail Authority to discuss the ramifications of a high speed train cutting through the heart of our community.

The venue in which it was held had a maximum occupancy rating that was insufficient for the number of persons who wanted to attend, thus effectively limiting the size of the gathering.

I was in the second group allowed in to view the presentation.

I have no idea what was discussed or determined in the first group.

Our master of ceremonies was Michelle Boehm.

The very first slide of the presentation showed, what appeared to be someone's home being destroyed.

Ms. Boehm referred to this as "progress". She moved on quickly and provided little consolation for those in the crowd whose homes would also be destroyed in the name of progress.

When asked why we, the public, could not ask questions, Ms. Boehm indicated that we were not allowed to ask questions as a group, but must adjourn to smaller groups having separate conversations with individual Rail Authority specialists.

At that point, the fire department and the sheriff's department were called in, claiming that the room was filled beyond its capacity. Some of the public were forced to leave, further limiting a gathering of the public. As far as I know, the presentation was never completed.

This was not a "public" gathering to meet with the Rail Authority and work together toward a common goal. This felt like the Rail Authority telling us, in small groups, what they were going to do to us.

A question was posed to Ms. Boehm, "If all the residents of Acton and Agua Dulce, every single one, signed a petition against the high speed rail, would that stop it from being built here?" Ms. Boehm's response. "No."

If that is the case and the high speed rail is, in fact, a good thing for the people of California, and it is going to be built, "No matter what", then it needs to be a good thing for ALL of the people of California, "No matter what".

I'm told that people whose homes will be destroyed will receive fair market value for their property at the time of demolition, which, as you must know, will most likely be



very, very low. They will be entitled to relocation within a 100-mile radius of their current home.

This is not compensation for uprooting a way of life.

For many people, Acton is on the edge of what is tolerable for a commute into the city.

Furthermore, we did not move to a small town because of the cost of the property. We moved here for many reasons that you can't put a price on: to start a business in a community that you can be an integral part of, a community with a very low crime rate, a serene community where you can relax and enjoy life. We moved here for the amenities that come with small town living, i.e. acreage, 10 stall barn, arena, round pen, horse and hiking trails, peace and quiet, etc.

Being forced from your home and away from established friends and neighbors is bad enough, but if all these aforementioned things are not included in our compensation then it is not compensation at all.

If we are going to be forced to make such a huge sacrifices for the good of the State of California, then it is little to ask that the State of California take care of the people that it has forced from their homes.

You have 10 billion dollars allocated to the first phase. There is no doubt that you have the financial power to do what is right.

For those left behind in a dying community, there are a myriad of other issues.

Water

How much water will a project of this size require?

It seems irresponsible to even consider a project of this magnitude in a drought stricken region.

How will it affect the local water table?

What will it do to the local wells?

Has the Rail Authority made provisions for the burden of liability associated with destroying someone's well? There are a lot of wells out here.

Air Quality and Public Health:

How much dust will be released into the air from this massive earthmoving endeavor, and for how long?

What about the pollution caused by the exhaust from waves of equipment running from dawn to dusk?

That's assuming that the Rail Authority will not have the construction continue 24/7.

When is this project scheduled to start and what is its completion date?

The local rock contains asbestiform particles that are released when the rock is disturbed. These particles have been linked to lung cancer.

What will the rail authority do to eliminate the release of these particles?

If unsuccessful in controlling the release of these particles, for how many years will the high speed trains continue to pump Mesothelioma and Valley Fever into the lungs of the local residents?

How will the Rail Authority manage the construction process and the inherent traffic issues that accompany a project of this size?

Roadways must be kept open for emergency vehicles to gain access to those in need of emergency care.

Interfering with an emergency responder's ability to arrive at the scene of a critically injured patient can have serious consequences.

E.M.F.:

What is the magnitude of the electromagnetic field radiating from a train passing at 200 miles per hour?

What are the effects of this field on livestock and wildlife?

Exposure to high levels of electromagnetic radiation even for short periods of time can cause fatigue, headaches, and anxiety.

There is an association with childhood leukemia.

What are the effects of this sudden spike of energy on police and fire radio transmissions, antennas, WI-FI, cell phones, and pace makers?

Where will all of this electricity come from and how will it be generated?

Vibration:

How much vibration and seismic disturbance will this train cause? What effects will this have on wildlife, people, and livestock?

The frequency at which this train is scheduled to operate (4 or 5 round trips per hour) is outrageous and would be impossible to tolerate by someone whose normal ambient back ground sounds consist of the silence of the high desert interrupted only by bird song and the occasional howl of a coyote.

Our small rural communities will cease to exist as they are today.

What about the noise that this train will create?

We are told that it is "only" 85 decibels. Then we find out that this number is obtained from an average over a one-hour period.

If you have silence for 55 minutes, (how many decibels are there in silence?) how many more decibels do you need to create an 85 decibel average for the remaining 5 minute period? (Assuming that a 200 mile per hour train will take at least a minute to pass.) How loud is that?

An increase in decibels represents an exponential increase in noise. Is it beyond O.S.H.A. standards?



Will the Rail Authority need to provide adequate hearing protection to every resident for every passing train?

Equestrian and Hiking Trails:

Agua Dulce and Acton have over 500 miles of hiking and equestrian trails crisscrossing the scenic mountains.

At any one time there could be dozens of riders of all ages on horseback.

A horse can spook at a Wal-Mart bag blowing in the bushes.

Is the rail authority willing to accept the responsibility for causing a rider to be thrown from their horse as a screaming beast explodes from a tunnel at over 279 feet per second? The extent and the quantity of the injuries caused by your train could be staggering.

What will happen to these trails?

Will the Rail Authority make sure that they are all kept open for everyone to use? What will happen to the Pacific Crest Trail that crosses your proposed routes? What will happen to the wildlife that make their home in the path of your train? Will the Rail Authority relocate them?

What will become of their established routes for food and water?

The full extent of ecological descration that this train will cause will take years to culminate and, by then, it will be too late.

The train is scheduled to operate from 5 A.M. to Midnight with as many as 6 round trip trains per hour at peak times and maintenance crews working in the off hours. That will create disturbance 24 hours a day.

This will cause an astounding amount of disruption for every resident.

Those who live near the route and those with night jobs will never get adequate sleep. Sleep deprivation is one of the leading causes of stress related health disorders.

Economic Blight:

As residents flee the threat of impending economic disaster, the population will decrease causing a loss of employment opportunities. Who needs a coffee house when there is no one to drink the coffee?

Teachers would lose positions due to lack of enrollment.

If the local schools close, the remaining students would be bussed making our small towns even less desirable to residents.

One of the proposed routes goes through a commercial complex.

This will cause a loss of jobs due to the destruction of local businesses.

This will not be the only business affected by the rail.

Can you imagine anyone wanting to do business with a horse boarding/training facility when there is an umpteen decibel (I wish I had an accurate statistic.) train blasting by 5 or 6 times an hour?



Loss of jobs results in loss of residents, which destroys property value.

No one will want to move to any community that is cursed by the presence of this train.

For most hard working, law-abiding citizens, the purchase of their home is the biggest investment they will ever make, and the one that will affect their retirement the most. For those who have chosen Acton or Agua Dulce as their retirement destination, the presence of this train will mean those dreams will be forever crushed.

Why can't the Rail Authority decide what route they want to use?

Real estate deals have already fallen through because someone was on a "proposed" route.

This high speed rail project, that some refer to as the train to nowhere, is a prison sentence for every resident along its path. It will destroy everything that brought them to a place they were happy to call home and trap them in a property they cannot sell.

The phone book is infested with attorneys that would be foaming at the mouth to get a piece of any one of these issues. Litigation costs to the State could be astronomical.

Is this really the right thing for California? How much will it really cost? Who really has to pay for it? Will it ever get completed? Who will ride it? How much will it cost to ride it?

Will people really save money if they have to rent a car at their destination?

What is included in the 10 billion dollar first phase price tag?

What is not included?

Are the people of California being lead into a financial pit that they will never escape?

There are some estimates that the high speed rail will lose 120 million dollars a year if it ever gets completed.

California is my home. I care about what happens to my home.

With the potential for cost overruns and misappropriation of funds, IS THIS REALLY THE RIGHT THING FOR CALIFORNIA?

With my deepest concerns, Kelly Kerby 33141 Listic Ave. Acton, CA 93510 661-510-5677 ropetty # alcouscent

P.S. Please add me to the Palmdale-Burbank mailing list.

Submission 1344 (Kelly Kerby, September 2, 2014)



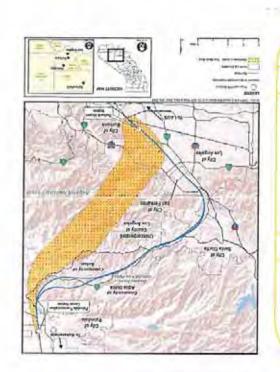


Submission 1345 (Vicki Kester, August 12, 2014)

CALIFORNIATING	h-Speed Rail Authority	Scoping Comment Card
NAME: / COX KOSTLEY		DATE: 8.1214
MEETING LOCATION: A CHOY) LI	bridge APPILLATION: PE	sident of acton
ADDRESS: 32249 Falcongo	V.	PHONE: 447 917 777
are Acton	STATE: CA	210: 93578
WOULD YOU LIKE TO BE ADDED TO OUR MAILS	The second secon	PALMOALE TO BURBANK DUBINANK TO LOS ANGELES
- The animals Abut The noise what other issues would you like the m Jhere has get to it I derille the war.	rulal his affectival present structured structures on treasend structured str	address town.
I am completely and stringle with as a	opposed to the in	nore project is payer money



Submission 1345 (Vicki Kester, August 12, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



12 AUG 2014 PM 5 I

SHEET BUILDING



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303



Submission 1346 (Kim Killian, August 30, 2014)

Palmdale - Burbank - RECORD #427 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Kim Last Name: Kimnjonk

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000 Telephone: 818-425-4147

Email: kimnjonk@hotmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am outraged that this has even come this far. It is not necessary and would

be a huge waste of tax payers dollars. If people are frustrated with a ling communte then they need to rethink THEIR living situation rather than evacuate hundreds of people and destroy part of our national forest. This is in no way environmentally friendly and is going to ruin many lives. There is no positive in this railway being built with the need to tear into ones home and a national forest. Clearly this plan was not developed by anyone living in this area that enjoys nature and moved her to be away from the crazy hustle and bustle of Los Angeles. Why can't a line be created on the existing rail lines so

as to not cause so many issues for so many people?? I really hope and pray that everyone really thinks about what you will be doing

to our environment and the people within it.

Kim Killian 818.425.4147

Sent from Samsung Conquer™ 4G

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Submission 1347 (Susan Kim, August 14, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Sugan Konn	DATE
MEETING LOCATION: LAKE (1640) TERRACE AFFILIATION:	
ADDRESSIGN AG LA CANASA WAY MITTER ASPORT OF	PHONE:
ENTY HATOWATUS STATE CA	211.91040
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all alor apply) *NOTE: This does not substitute for formal respect to receive legal modern.	PALMDALE TO BURBANK
Through yellow over - tosing value of him property can not be rel of uniquinoss of area Commercial development around oreas -	ocated because
	OVIII
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO A	OVII
	OVIII



Submission 1348 (Laura King, September 3, 2014)

Palmdale - Burbank - RECORD #696 DETAIL

Status: Pending Record Date: 9/4/2014

Response Requested:

Submission Date: 9/3/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Laura Last Name: King

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000

Telephone:

Email: imix@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Sirs,

I am writing to convey my concerns over the High Speed Rail project, more specifically, the route plan that would forever negatively impact our fine community in Santa Clarita, and the communities of Agua Dulce and Acton.

Of the three routes that are proposed from Palmdale to Burbank the two that follow the 14 freeway are extremely undesirable for the reasons listed below.

- Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
 Eliminates a community church
- 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community
- 6. It is 5 miles from the San Andreas fault line.
- 7. Concerns of Valley Fever retuning due to soil disturbance 8. Damage to property owners who rely on underground wells for their water I definitely oppose the above ground alignment following the 14 Freeway

- 1) The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together as proposed by Supervisor Michael D.
- 2) Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment. While I don't like this option it will be less invasive to our community, churches, schools, children, animals, and our quiet, way of life.

To confirm, my preference is the direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together as proposed by Supervisor Michael D. Antonovich.

Submission 1348 (Laura King, September 3, 2014) - Continued

Please, please consider carefully and decide responsibly on the final route.

Laura King

EIR/EIS Comment: Yes

Submission 1349 (Kindra Kinyon, August 27, 2014)

Palmdale - Burbank - RECORD #595 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Kindra Last Name: Kinyon

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Sunland State: CA Zip Code: 00000

Telephone:

Email: kindrakinyon@yahoo.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. McLoughlin:

I am writing in protest of the Palmdale to Burbank Project Section of the High Speed Rail.

The Angeles National Forest is a sanctuary for humans and wildlife alike.

Construction of the high speed rail there will involve a large amount of blasting which will destroy the delicate ecology of this tranquil natural refuge. Even after construction is completed, the Angeles Forest will never be the same with trains hurtling through at 200 mph.

I strongly recommend that the high speed rail follow the existing route of the 14 and 5 freeways. The route is shorter, is more accessible, and has the necessary infrastructure already in place.

Respectfully, Kindra Kinyon Sunland, ĆA

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :

Submission 1350 (Kindra Kinyon, August 27, 2014)

Palmdale - Burbank - RECORD #590 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/27/2014 Individual Affiliation Type: Interest As: Individual Submission Method: Project Email First Name: Kindra Last Name: Kinyon

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone:

Email: kindrakinyon@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Whom It May Concern:

I am against changing the Palmdale to Burbank HSR line from the proposed

corridor to the alternative corridor.

The alternative corridor

would damage one of the last rural areas available to Los Angeles residents.

It would seriously damage the pristine beauty of the

Angeles National Forest.

The 14 and 5 Freeways are ready-made venues to situate this project. A

bullet

train would make little difference. The roads and infrastructure are already there, the traffic is already there, and workers and equipment would have easy access to the project, and no wild animal habitat would be

disturbed.

Please keep the HSR in the

proposed corridor and do not move it to the alternative corridor. The alternative corridor would terribly damage life in the Sunland and Lake

View Terrace communities.

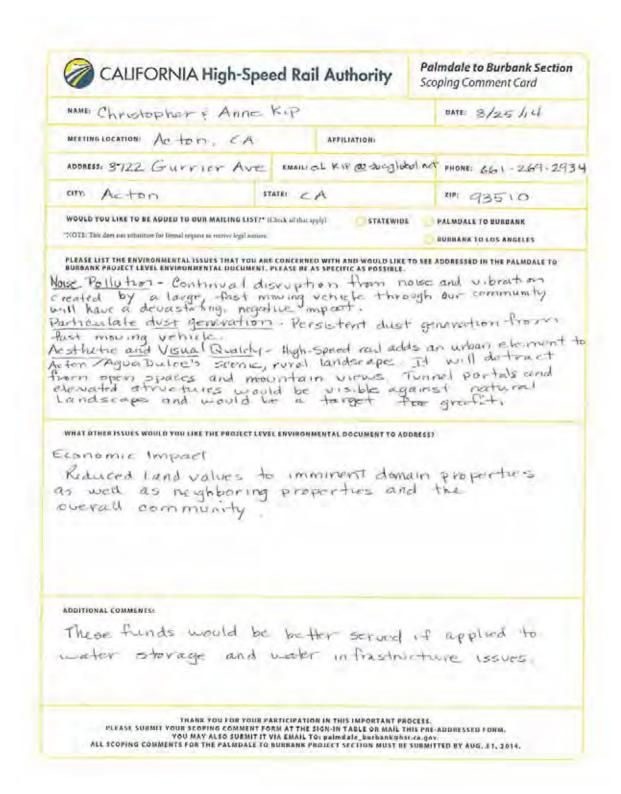
Sincerely, Kindra Kinyon

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1351 (Christopher and Ann Kip, August 25, 2014)





Submission I351 (Christopher and Ann Kip, August 25, 2014)



Submission 1352 (Chris Kip, August 28, 2014)

Palmdale - Burbank - RECORD #309 DETAIL

Status: Pending Record Date : 8/28/2014 Response Requested: Yes Submission Date : 8/28/2014 Affiliation Type: **Public Meeting**

Interest As: Public Meeting Participant

Submission Method: Email First Name: Chris Last Name : Kip

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA 93510 Zip Code:

Telephone:

Email: clkip@sbcglobal.net

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: How does the High Speed Rail Authority propose to compensate the residents of Acton for the damage to the town's character, and for the blight and continual disturbance that will be created by the rail's activities?

EIR/EIS Comment:

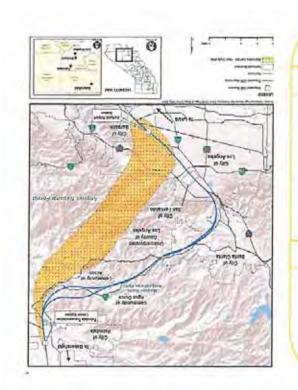
Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1353 (Kaye Kirkwood, August 25, 2014)

CALIFORNIA High-Speed Rail Authority		Palmdale to Burbank Section Scoping Comment Card	
HAME KAYE KIRKUDOD		DATE: 8-25-14	
MEETING LOCATION:	AFFILIATION:	V V 5	
ADDRESS 34217 MABBONA STEMA	" KAYEKIR	Kum from 268-9334	
ADDRESS 34217 MABBANA STEMA	MAL; F	210: 91390	
WOULD JOU LIKE TO BE ADDED TO OUR MAILING LIST? (Class at)	STATEWID		
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Submission 1353 (Kaye Kirkwood, August 25, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:







Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303



Submission 1354 (Ann Kiuchi-DiPuccio, August 28, 2014)

Palmdale - Burbank - RECORD #564 DETAIL

Status :PendingRecord Date :9/3/2014Response Requested :NoSubmission Date :8/28/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name: Ann

Last Name : Kiuchi-DiPuccio

Professional Title :

Business/Organization:

Address: PO Box 11027

Apt./Suite No.:

 City:
 Burbank

 State:
 CA

 Zip Code:
 91510

Telephone :

Email: Ann.Kiuchi@wmg.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To whom it may concern:

I am writing to voice my objection to Supervisor Antonovich's proposal to route the Palmdale-to-Burbank high-speed railway through the Alternative Corridor beneath the Angeles National Forest.

As a resident of one of the potentially affected areas of the construction (beautiful Kagel Canyon), I am obviously concerned. However, I am even more distressed that our government officials would consider endangering California's woodland and wildlife by tunneling under the Angeles National Forest, when it is their duty to protect these treasures. Ironically, the US National Forest System came about as a result of concerns regarding the San Gabriel Mountains.

I am not opposed to progress. As a child growing up in South Los Angeles in the 1960's, I remember excitedly attending a Rapid Transit District exhibit of what seemed like science fiction inspired plans for future transportation in our city. As a teenager vacationing in Japan, I marveled at the efficiency of their bullet trains. And with progress still in mind, I am surprised that you would compromise one of the major benefits of the original route -- that is, to service the growing number of commuters in the Santa Clarita Valley and its surrounding communities.

For these reasons, I ask that you reject Mr. Antonovich's proposal. Thank you for your consideration.

Sincerely, Ann Kiuchi

PO Box 11027, Burbank CA 91510 Ann.kiuchi@wmg.com

cc:

Submission I354 (Ann Kiuchi-DiPuccio, August 28, 2014) - Continued

Supervisor Michael Antonovich Assemblyman Raul Bocanegra Councilman Felipe Fuentes Mayor Gilbert Garcetti

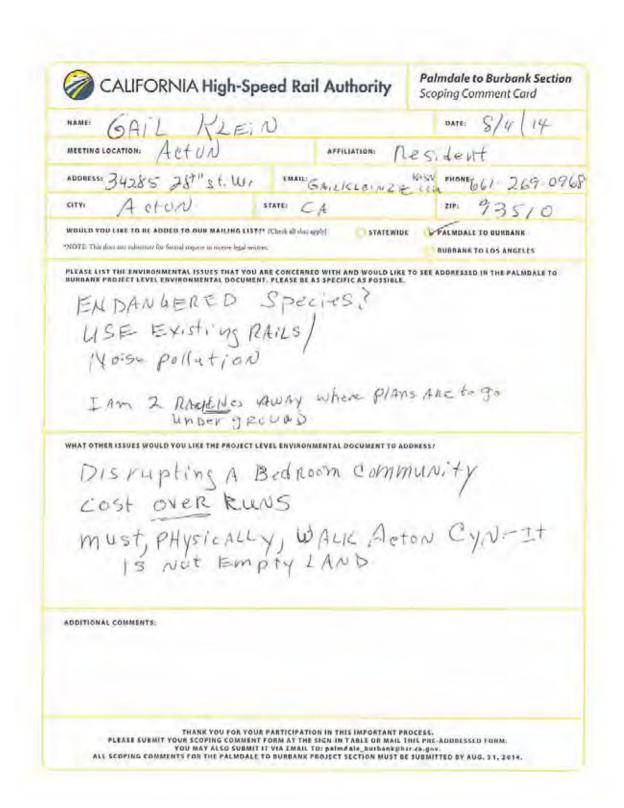
Supervisor Zev Yaroslavsky

EIR/EIS Comment : Ye

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1355 (Gail Klein, August 4, 2014)





Submission 1356 (Linda Klein, August 18, 2014)

Palmdale - Burbank - RECORD #138 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/18/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Linda Last Name : Klein

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000 Telephone: 818.795.7752 Email: LKlein6666@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

U.S. Department of Transportation Federal Railroad

Stakeholder Comments/Issues: Please add my voice to those opposed to having a high speed rail line installed in the Hansen Dam horse keeping area of Lake View Terrace. I just received a face book posting regarding this and immediately went to the site to register my disapproval. There are very few areas left where people can safely live and maintain horses and enjoy safe ridding. A bullet train is not needed, there are other means of rapid transportation up North.

Linda Klein 818 795-7752

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Submission 1357 (Rebecca Klein, Scientific Cutting Tools, August 28, 2014)

August 25, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

U.S. Department

of Transportation Federal Railroad

The hope of our community depends on it.

Sincerely,

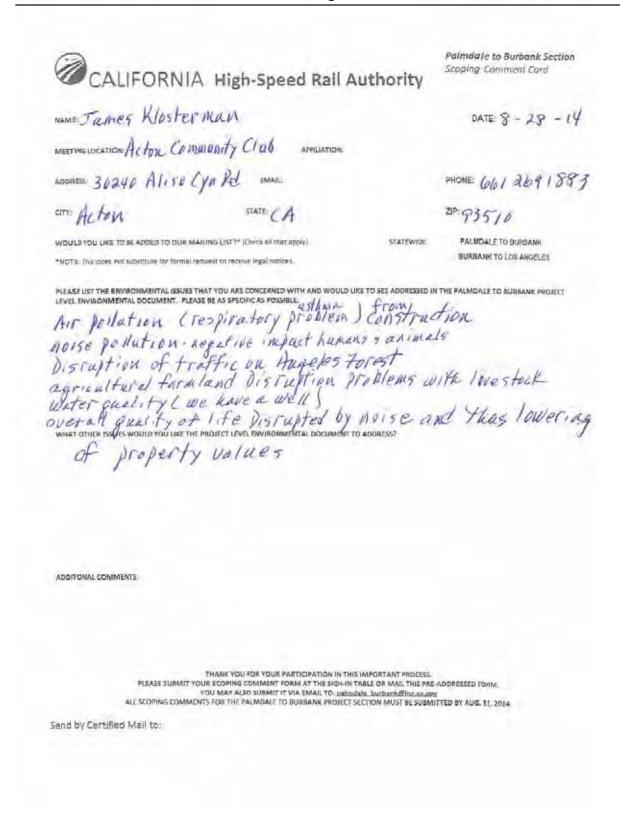
Cc: CHSRA Chairman, Dan Richard

Rebecca Klein

Submission I357 (Rebecca Klein, Scientific Cutting Tools, August 28, 2014) - Continued



Submission 1358 (James Klosterman, August 28, 2014)



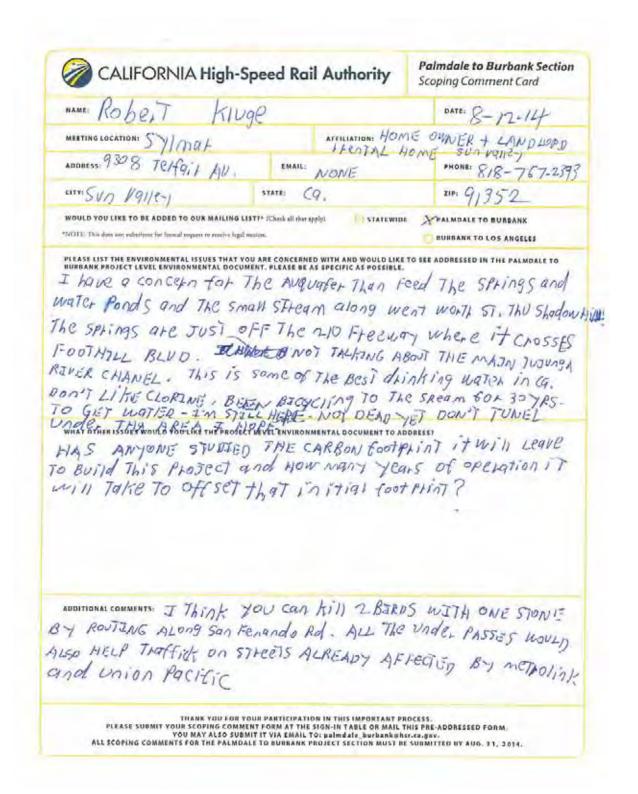


Submission 1358 (James Klosterman, August 28, 2014)



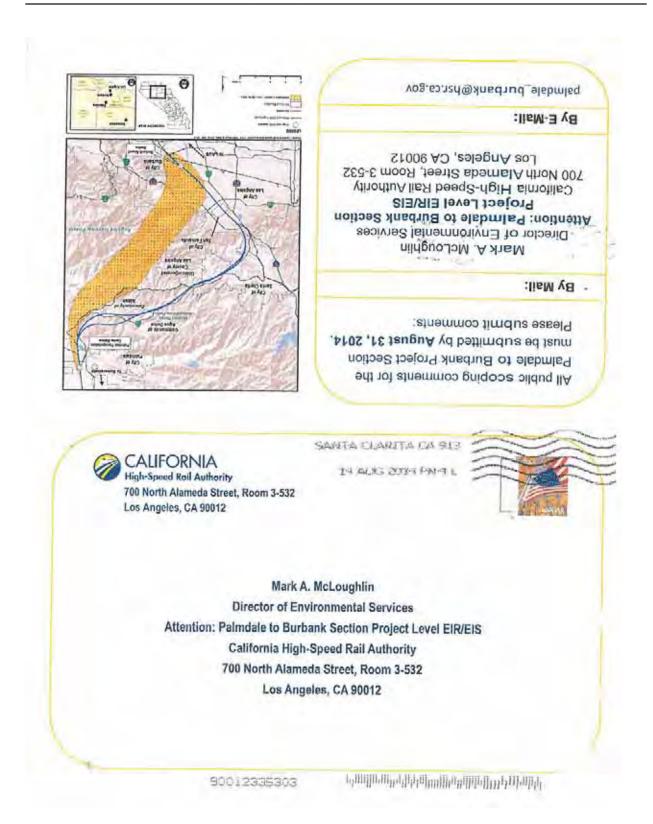


Submission 1359 (Robert Kluge, August 14, 2014)





Submission 1359 (Robert Kluge, August 14, 2014)





Submission 1360 (Brian Kneier, September 8, 2014)

Palmdale - Burbank - RECORD #742 DETAIL

Status: Pending Record Date: 9/8/2014 Response Requested: No Submission Date: 9/8/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Brian Last Name: Kneier

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

bekneier@yahoo.com Email:

Cell Phone: 818-631-0050

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: My wife and I are residents of La Tuna Canyon and we strongly oppose the proposal to create an alternate route of the Palmdale to Burbank High Speed Rail Line through La tuna Canyon.

We own three properties with addresses on La Tuna Canyon Road, one of them our beautiful home where we intend to spend our retirement years in the semi-rural setting of La Tuna Canyon.

The notion of using the open space of The Angeles National Forest and the horse keeping neighborhoods of Shadow Hills and La Tuna Canyon for a rail line is obscene. At the very least this plan must go through an extensive Environmental Impact study, after which it will be obvious that this is an

unreasonable proposal.

To Fast Track this process would be a travesty.

Please, you must either drop this alternative route or subject it to the scrutiny

it deserves.

Thank You,

Brian Kneier and Kristyn Goddard

Board Members, La Tuna Canyon Community Association

Brian Kneier

Paradise Ranch Pet Resort

bekneier@yahoo.com 818-768-8708 (w) 818-631-0050 (c) Website: http://www.paradiseranch.net/

Facebook: www.facebook.com/ParadiseRanchPetResort1

Check us out on Yelp! http://www.yelp.com/biz/paradise-ranch-sun-valley

EIR/EIS Comment:

Need PI response: Yes- Standard Response

General Viewpoint on Project :



Submission 1361 (Fred Kolbus, August 23, 2014)

Palmdale - Burbank - RECORD #229 DETAIL

Status: Pending Record Date: 8/24/2014 Response Requested: No Submission Date : 8/23/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Fred Last Name: Kolbus

Professional Title : Business/Organization :

Address: 2715 Sand Creek Dr.

Apt./Suite No.:

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

 Telephone:
 661.269.0354

 Email:
 fjksand@earthlink.net

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: To the California High Speed Rail Authority,

Date: 8-23-2014

(Palmdale to Burbank Section Scoping Comment)

From:

Ferdinand Kolbusz 2715 Sand Creek Dr. Acton, CA 93510 Phone # 661-269-0354 Email: fjksand@earthlink.net

List of Environmental Issues that I am concerned with and would like to see addressed in the Palmdale to Burbank Project Level Environmental Document:

Concerning Routes SCN/SCS, SR 14E, SR14H, and Alternative Corridor (New Study Area)

- 1. The Safety of all students in Acton/Agua Dulce School District during construction and after the High Speed Rail is in service ?
- 2. The Noise Level of the HSR and how it will affect the safety and quality of life to all the Private Property Owners and their Families that live in a two mile radius of the routes?
- 3. The Dust and Fine Particles that the HSR will disrupt when it passes through all communities and the Health and Safety concerns to all the

Submission I361 (Fred Kolbus, August 23, 2014) - Continued

Private Property Owners and their Families that live in a two mile radius of the routes?

- 4. Disruption to the natural water flow in all areas?
- 5. How this will affect already established Flood Control and Flood Plans Areas in all Communities?
- 6. Water Erosion and the disruption to native ground and how that will affect the safety to property owners and their families and their properties?

Additional Comments:

I am against the proposed Alignment Routes SCN/SCS, SR14E, and SR14H. These routes will have a negative impact to everybody in Acton, Agua Dulce, and

routes will have a negative impact to everybody in Acton, Agua Dulce, and Santa Clarita. Their Health and Safety will be affected by these routes.

I support Alternative Corridor that Supervisor Michael Antonovich supports. This route would have less impact to everybody in Acton, Agua Dulce, and Santa Clarita.

This route should exit near Angeles Forest Hwy between Southern California Edison Vincent Sub-Station and the Vincent Grade/ Acton Metrolink Station .

Thank You,

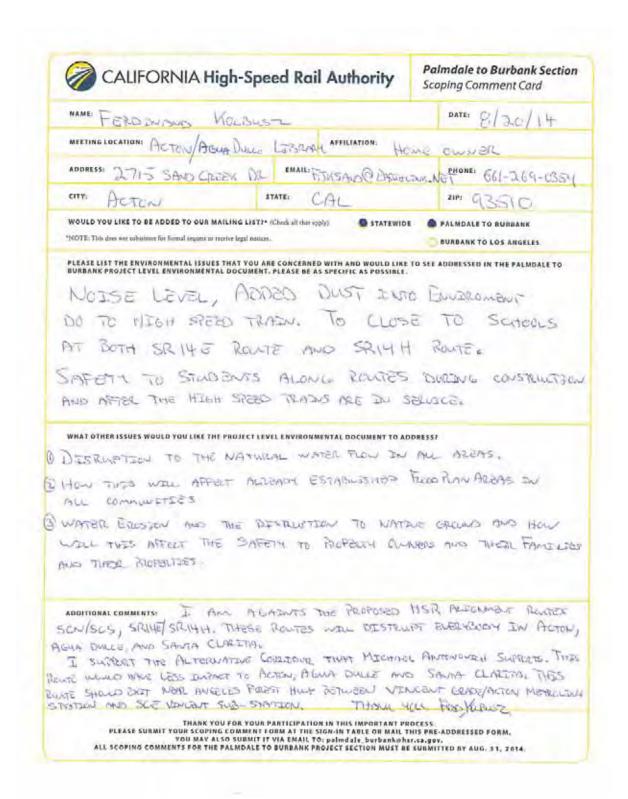
Ferdinand Kolbusz

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

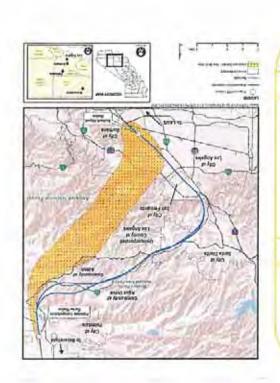
General Viewpoint on Project: In Opposition to SR 14, In Support of Alternative Corridor

Submission 1362 (Ferdinand Kolbusz, August 23, 2014)





Submission 1362 (Ferdinand Kolbusz, August 23, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA CA 92: 22 AUG ZIVI PM 1



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335305

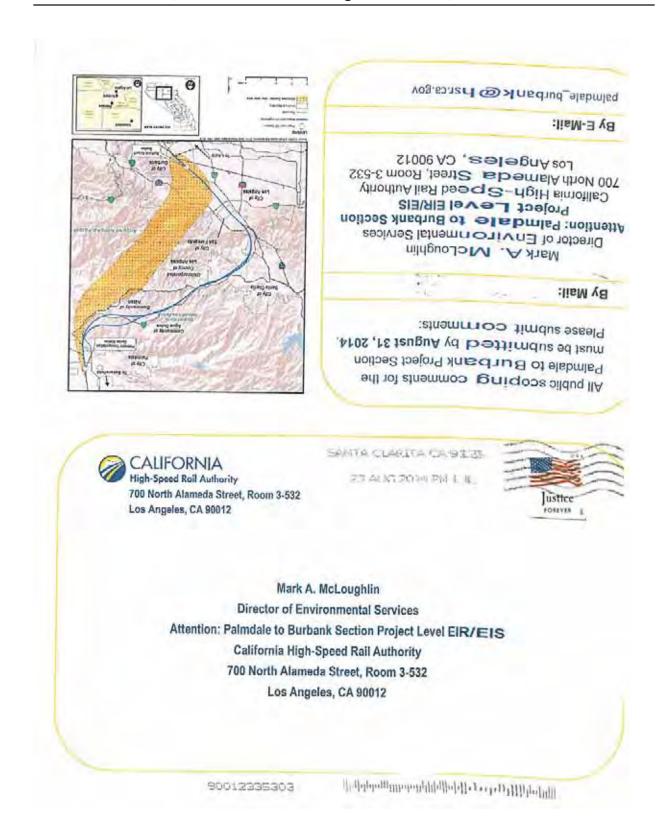
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Submission 1363 (Sebastian Kolbusz, August 23, 2014)

CALIFURNIA PHAN-SPACA RAIL AHMARINA			Palmdale to Burbank Section Scoping Comment Card
NAME: SEBASTIAN MOUSUSE			DATE: 8/20/14
MEETING LOCATION: ACON ACMA DULCE	LIBARY	AFFILIATION: HOW	e chuer
ADDRESS: 32942 ACKLERYS	EMAIL:	NA	PHONE: 661-269-1127
CITY: ACTON	STATE: C	P	93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIS		ely STATEWIO	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
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Submission 1363 (Sebastian Kolbusz, August 23, 2014)





Submission 1364 (Natasha Kopp, September 3, 2014)

Palmdale - Burbank - RECORD #697 DETAIL

Status: Pending Record Date: 9/4/2014

Response Requested:

Submission Date: 9/4/2014

Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email
First Name: Natasha
Last Name: Kopp

Professional Title :

Business/Organization:

Address: 9750 La Canada Way

Apt./Suite No.:

City: Shadow Hills

 State :
 CA

 Zip Code :
 91040

Telephone:

Email: Natasha.Kopp@disney.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mark A. McLoughlin, Director of Environmental Services,

I am writing to you about the proposed high speed rail project proposal for Palmdale to Burbank. I am a resident of the Shadow Hills area and I am very concerned about the changes the area will be subject to if the project comes through our neighborhood. There are very few rural areas you can find in Los Angeles that are also within 20 minutes of downtown. Shadow Hills and Lake View Terrace are two of those special pockets where you can escape into nature without an hour drive. I love when I have friends come visit me at home and they see horses. They are surprised that an equestrian neighborhood is so close by. It is a peaceful small town set on the edge of the beautiful Big Tujunga Canyon wilderness. Please do not disturb the gentle nature of this area. It is precious.

Please consider the alternate choices for the high speed rail path. It makes perfect sense to me to have the train go right down the 14 freeway. It is an established corridor. The train could be elevated or tunneled under the freeway. It would not harm property values or threaten homes. Please consider the pending destruction of our community if the rail project invades our neighborhood. Please also consider the how the flora and fauna would be disturbed. Their homes are at stake as well.

I have grown up in the Sunland area and know that Mother Nature has unleashed her fury in the past. The area is subject to flooding, fire and earthquakes. Please do your research on the natural disaster history. I don't think it is the safest region for underground transportation.

Thank you for your time and consideration.

Sincerely,

Natasha Kopp 9750 La Canada Way

Shadow Hills, CA 91040

EIR/EIS Comment : Yes

Submission 1365 (Katherine Kracke, August 22, 2014)





Submission 1365 (Katherine Kracke, August 22, 2014)



Palmdale to Burbank Section Scoping Comment Card

NAME. Katherine J. Kracke

DATE: 8/21/14

MILTINGLOCATION Acton Community Club

Affiliation: Acton resident for 74 years

ADDRESS: 31440 N. Nettie Rd Box 14

EMAIL: jandkkracke@yahoo.com

PHONE 661 269-0280

arvi Acton

STATE: Pa

ZIP: 93510 0014

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

PALMDALE TO BURBANK
BURBANK TO LOS ANGELES

*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE EFFORMMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

What is the projected ridership? LA to Frisco is only 7 hours by car. Most will choose to fly. Tax payers will be indebted for construction, maintenance and future operations FOREVER.

The Santa Clara riverbed is our underground reservoir. Will contaminants and vibration destroy it? Native wildlife will be jeopardized including the "already" PROTECTED STICKLE BACK.

How will travel between homes, businesses, schools and emergency responses be insured?

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

Noise and vibrations during construction and use will promote anxiety for students interruptions and those sensitive sonic booms just as when this carryon was used as a training exercise for low flying jets in the 1950s. Livestock even died. The mountains create an echo chamber. How will Native American relics and burial sites be protected?

Regional growth will destroy our rural community. The cumulative impacts are unknown. Will security be needed like at the airports?

ADDITIONAL COMMENTS:

Let's "pull the plug" on governmental/political overspending. This money could be better spent improving cities infrastructures, such as water mains or desalinization plants.

THANK YOU FOR YOUR PAITICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS FRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <u>maintain laribunk@list.cr.809</u>

ALL SCOPING CUMMENTS FOR THE PALMDALE TO DURRANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

end by Certified Mail to:

13

Submission 1366 (John Kracke, August 22, 2014)



Palmdale to Burbank Section Scoping Comment Card

MANE: John Kraceke

DATE: August 12,2014.

MEETING LOCATION: Acton

AFFILIATION: Acton Resident for 40 years

ADDRESS 31440 N Nettie RD box 14

EMAIL: jandkkracke@yahoo.com

PHONE: 661-269-0280

OTY: Acton

STATE:

California

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

A PALMOALE TO BURBANK

BURBANK TO LOS ANGELES

*NOTF: This does not substitute for formal request to receive legal actions.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL (INVIRONMENTAL DOCUMENT, PLEASE OF AS SPECIFIC AS POSSIBLE.

- Most people moved to Actor for the rural area so they could enjoy peace and quiet and have animals. The noise and vibration will be extremely bad for the animals and humans.
- If you move down towards the Santa Clara river area you will destroy our underground water reservoir which all of the wells in the immediate Town area are in.
- 3. How will the security be handled? Like at the airport?

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

- 1. I have worked in the L.A. area all my life and to this date you have been unable to get a right of way through Pasadena for the 710 freeway, what makes you think you will be able to get a right of way through Glendale, Burbank and the rest of the area to Union station?
- All this bullet train is going to do is disrupt and inconvenience citizens all along the right of way.
 We have all made it clear we don't want it or need it and again our politicians have ignored the people they are suppose to represent. (as usual)

ADDITONAL COMMENTS:

I think the thing that makes me the maddest is the fact that we now have taxes so high that business and people are moving out and this train will be a additional drain needing more taxes to pay for the train because you know it won't support it's self no more than the metro rail has, who is going to be here to pay for it? The bullet train is no more than Jerry Browns ego and away to pay his cronies off

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: <u>poloudale_burbank@bar.cr.gen</u>

ALL SCOPING COMMENTS FOR THE PALMDALF TO DURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2016.

end by Certified Mail to:



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Submission 1366 (John Kracke, August 22, 2014)





Submission 1367 (Melissa Kramer, August 28, 2014)

Palmdale - Burbank - RECORD #547 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Melissa Last Name: Kramer

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone:

Email: crimgal@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Here's my point of view:

The folks of Santa Clarita are complaining about the original HSR route because much of the train will be following the 5 and the 14, their area. The people of Santa Clarita have spoken their disapproval, but so will I of the *alternate route*.

I live in Sunland and I think the idea of tunneling through a heavily forested area defies logic. There HAS to be a very large environmental impact from tunneling. The engineering it would take to do such tunneling in liquifaction areas and in areas of threatened flora and fauna of the San Gabriels has to be extremely costly.

Rather than going for the path of least resistance (example: the residents of far less populated Sunland, Tujunga, Shadow Hills, Sun Valley) go with the structure that's already planned. Why go back the chalk board because Santa Clarita disapproves? I think the folks of the HSR need to tell Santa Clarita that change happens. And whether Santa Clarita likes it or not, the original HSR line makes the most sense.

I absolutely disapprove the alternate route of the Burbank to Palmdale HSRL.

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:

Submission 1368 (Pat Kramer, August 30, 2014)

Palmdale - Burbank - RECORD #431 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/30/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Pat Last Name: Kramer

Professional Title : Business/Organization :

Address: 10853 Parr Ave

Apt./Suite No.:

 City:
 Sunland

 State:
 CA

 Zip Code:
 91040

Telephone :

Email: patkramerwrites@aol.com

Cell Phone :

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues : Dear Mark:

I would like to express my disfavor for the construction of a high speed train from Burbank to Palmdale, extending through our beautiful Angeles National Forest. I live in Sunland and moved here 20 years ago to be free of the noise of the City of L.A. I enjoy the calmness of the forest and know that it would be a grave mistake to construct train tracks through our forest.

The Angeles National Forest is a wild and rustic area with many wild animal habitats, including mountain lions, bobcats, foxes and black bear. Any construction would disrupt their habitats and force them down into areas with people live, which would ultimately end with their being shot.

I am asking you to please consider another route instead of the present one proposed through areas of the Angeles National Forest. I can't tell you how outraged my community is by this proposal. It is one we all are opposed to and feel it would bring down property values and urbanize an area that should be undisturbed.

I appreciate your asking for input but please, take it from one who has seen the destruction of wildlife in the past - this would not be a good thing.

Sincerely,
Pat Kramer

10853 Parr Ave. Sunland, CA 91040

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1369 (Ulrich Krieger, August 31, 2014)

Palmdale - Burbank - RECORD #388 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date : 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Ulrich Last Name: Krieger

Professional Title: **Business/Organization:**

Address: 33358 Hubbard Rd.

Apt./Suite No.:

City: Acton State: CA Zip Code: 93510 Telephone: 661-268-1745 Email: ukrieger@calarts.edu

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

To whom it may concern,

*I strongly object to the construction of any section that leads through Acton, California.

ROUTE

- * The route Burbank to Palmdale is not according to the original
- proposition and I oppose it.
 * The route should be Los Angeles San Francisco on a direct line,
- parallel to the freeway 5, using existing infrastructure.

 * I accept the alternative corridor through the San Gabriel Mountain, but only if the whole section leads underground, with exactly one
- entry point and one exit point.

 * We need a clarification for the planned underground routes if there is any vibration impact.

PROPERTY VALUE

- * You cannot divide Acton by the High Speed Rail on stilts. It ruins its rural character and life-style and destroys property values as
- seen in the past in similar projects.

 * We demand a plan how the High Speed Rail Authority wants to compensate the loss of property value we are facing.

WELLS and WATER

- * Negative impact on the complete underground water systems and wells Wells will be running dry, that means:
- * We need a specific process definition and financial compensation plan for wells, right now. When the decision is made it will be too late for Acton residents to take proper precautions/measures. That

Submission 1369 (Ulrich Krieger, August 31, 2014) - Continued

- means we need to know how you will decide that a well ran dry because of the High Speed Rail.

 * Drilling new wells is not an option because once the water system is disrupted, there will be no more water.
- * Putting everybody on public water is very expensive and is not what Acton residents want.
- * I strongly oppose to start this project in Southern California as long as we are in this severe drought.

NOISE

- * The noise pollution will be unacceptable. People live here because they want a quiet environment.
- * We want to know exact noise levels of passing trains including the peaks, no average numbers.

 * Noise impact on schools, classroom teaching and concentration will
- be disrupted several times an hour.
- * Since Acton is surrounded by mountains, there is a chance that the reflection noise level will be considerably higher than the average decibel numbers we got so far.

DIESEL

* The use of Diesel locomotives for the first couple of years is absolutely, completely unacceptable. It is against the original proposition and it is an environmental disaster. The required speeds will not be reached. We all know, that once new Diesel trains are in place, this solution will stay forever. We do not want that.

WILDLIFE

* The High Speed rail needs to be constructed in a way, that all earthbound wildlife have an opportunity to pass the rail line.

LIGHT POLLUTION

- * Acton has an outdoor light pollution ordinance. Will the High Speed rail abide by these standards?

 * Will the route be lit during the night?

 * How bright are the lights of the passing trains?

 * Acton residents want to keep the nights dark.

Sincerely, Ulrich Krieger 33358 Hubbard Rd. Acton, CA 93510 661-268-1745

EIR/EIS Comment:

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:



Submission 1370 (Patti Kruszewski, August 28, 2014)

Palmdale - Burbank - RECORD #555 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Patti

Last Name: Kruszewski Professional Title:

Business/Organization: Address:

Apt./Suite No.: City: State:

Zip Code: NA

Telephone: (818) 815-3124

Email: pkrus@twcaviation.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: This proposed alternate route is crazy. The Palmdale to Burbank's portion of the California High-Speed rail project going through the San Gabriel Mountain does not make any sense. It's dangerous and unsafe and not well thought out. Not only is the proposed area an active earthquake zone it's also a flood zone. Please think ahead to prevent such a disaster from happening.

> This area is a resource to tens of thousands LA residents who come to enjoy healthy recreational activities such as hiking, biking, and horseback riding Again, please think ahead to prevent such a tragedy from happening!

Best Regards, Patti Kruszewski Maintenance (818) 815-3124 (818) 574-6042 Fax

pkrus@twcaviation.com Soaring Beyond Your Expectations

U.S. Department

of Transportation Federal Railroad

EIR/EIS Comment:

Need PI response : Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission 1371 (Lisa Kuipers, August 18, 2014)

Palmdale - Burbank - RECORD #117 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/18/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Lisa Last Name : Kuipers

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

CA State: Zip Code: 00000 Telephone: 661-810-0523

Email: Ikmeddetective@rglobal.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. McLoughlin,

We live behind Lake Palmdale at 821 Sierra Hills Ln. A bullet train's noise and vibration, specifically, would ruin the rural area we love and enjoy. We

in South Palmdale feel exactly like the poor Acton people do.

Personally, being bought out is far superior to living with the train. I know your job is tough. We sure hope the alternative route works.

Respectfully, Lisa Kuipers RN

The Medical Detective

Lkmeddetective@rglobal.net

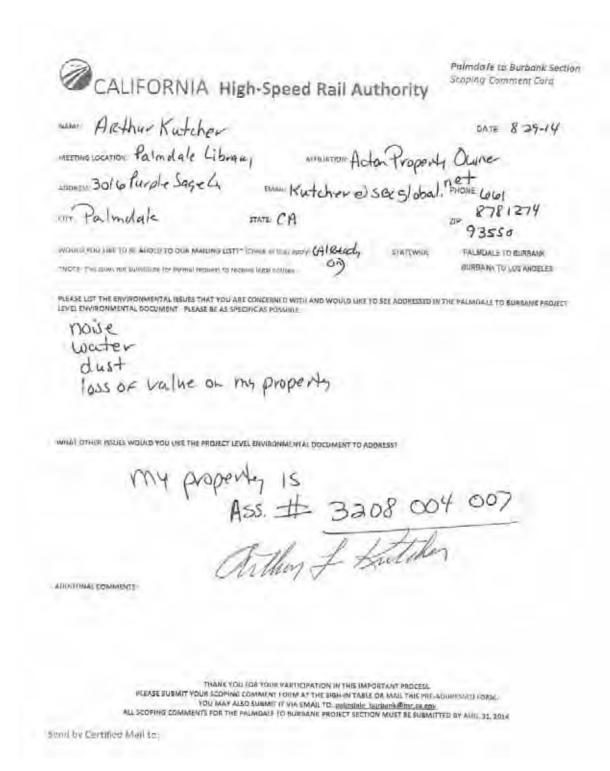
661 810 0523

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1372 (Arthur Kutcher, August 29, 2014)





Submission 1372 (Arthur Kutcher, August 29, 2014)





Submission 1373 (Shelly La Bansat, August 31, 2014)

Palmdale - Burbank - RECORD #376 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Shelly Last Name: La Bansat

Professional Title:

Business/Organization:

Address: 11280 Sheldon St

Apt./Suite No.:

 City:
 Sun Valley

 State:
 CA

 Zip Code:
 91352

Telephone :

Email: girljesus@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Hello, I am writing you regarding the new high speed rail project "Study Area" proposed for: Shadow Hills, Sun Valley, Tujunga, Hansen Dam sights

I am a resident of Sun Valley/Shadow Hills and have found it to embody one of the last equestrian communities as well as; an environment for bicycle enthusiasts, nature trails and wildlife that holds a gentle and majestic beauty. I find it terrible irresponsible and unimaginably destructive to consider defacing this area with the vague and nondescript plan that appears to put our lives and lifestyles in danger. I find it unconscionable to even consider this area as a sight for High Speed rail; the damage to a community and wild lands would be unforgivable. I beg you to find an unloved area that is used for industry rather than our beloved area that we utilize and care for, preserve and fight to keep for the future.

I believe the economic impact of developing this area would be extremely unfeasible, Property values would be destroyed, the scenic beauty of this area would be scarred, all that we cherish would be in jeopardy. Wildlife could face peril and death, our equestrian serenity would explode with the shocking sounds and dangers of the high-speed rail. Trails and our American heritage would suffer irreparably; many lives would be impacted negatively and unjustly.

Please do not consider this area for High Speed Rail in the future.

Shelly La Bansat

11280 Sheldon St Sun Valley Ca 91352

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1374 (Florance Lacore, September 2, 2014)

Palmdale - Burbank - RECORD #413 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 9/2/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Florance Last Name: Lacore

Professional Title: **Business/Organization:**

Address: 26866 Sand Canyon Rd

Apt./Suite No.:

City: Canyon County

State: CA Zip Code: 91387

Telephone:

Email: florence@family-lacore.com

Cell Phone:

Email Subscription: Palmdale - Burbank

Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. Mark A. McLoughlin,

Please know that my family and I are strongly opposed to this project.

PLEASE:

Support The preferred alignment direct from Burbank to Palmdale, bypassing

the Santa Clarita Valley all together (as proposed by Supervisor

Antonovich).

We definitely oppose the above ground alignment:

- 1. Much too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom
- Eliminates a community church
 Eliminates houses and negatively impacts neighborhoods, reducing

property values and raping people of retirement equity.

- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita.. Again quality of life issues and property values
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita. Same issues as above

5. Eliminates a job center approved for our community which would help bring

back the property values that have already been affected by the last economic downturn.

Best regards, Florence Lacore

26866 Sand Canyon Rd. Canyon Country, CA 91387

EIR/EIS Comment: Yes

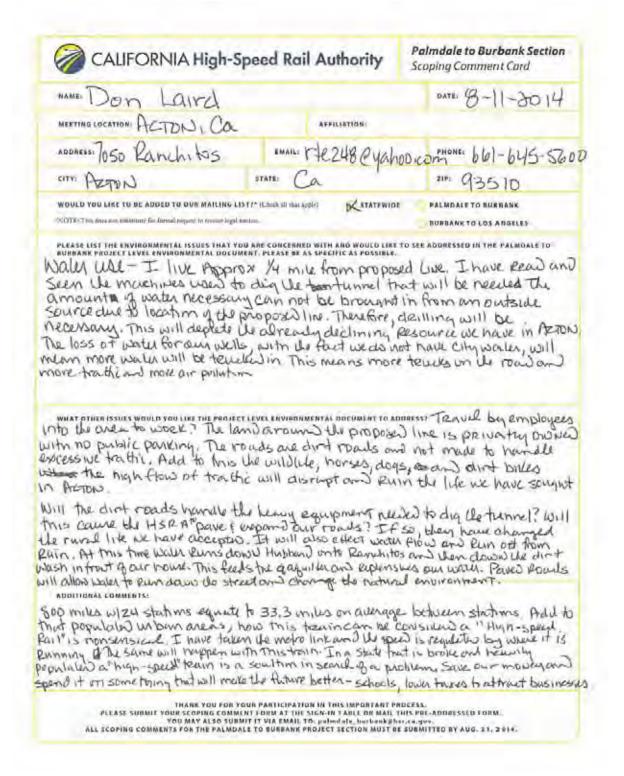
2014 Scoping Report Appendix F.6: Letters From Individuals

Submission 1374 (Florance Lacore, September 2, 2014) - Continued

Need PI response : Yes- Standard Response General Viewpoint on Project : Prefer Alternative Corridor

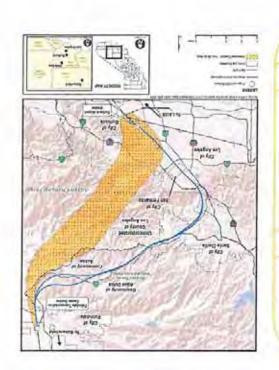
Form Letter :

Submission 1375 (Don Laird, August 12, 2014)





Submission 1375 (Don Laird, August 12, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA CA 913 12 AUG 2014 PM 7 L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335

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Submission 1376 (Steve & Linda Lambourne, August 21, 2014)

Palmdale - Burbank - RECORD #200 DETAIL Status: Pending

Record Date: 8/23/2014 Response Requested: No Submission Date : 8/21/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email

First Name: Steve & Linda Last Name: Lambourne

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: stevelambourne@netzero.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr. Mark A. McLoughlin,

As residents in the Santa Clarita Valley for 36 years, my family is concerned for the well being of our community and oppose the above ground alignment for the following reasons:

A. Located dangerously close to two schools, subjecting over 1000 elementary school children to potential accidents and excessive noise, causing distraction in the classroom.

B. Eliminates a community church.

C. Eliminates houses and negatively impacts neighborhoods.
D. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita Valley.

E. Visual impacts would be negative for all residents throughout the East end of Santa Clarita Valley.

F. Eliminates a job center approved for our community.

The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together.

Of the two alignments being considered through Santa Clarita Valley, the tunnel extension alignment causes less environmental and community damage than the above ground alignment.

Thank you for your time and consideration in this matter.

Best Regards,

Steve and Linda Lambourne

Want to place your ad here?

Submission 1376 (Steve & Linda Lambourne, August 21, 2014) - Continued

Advertise on United Online http://thirdpartyoffers.netzero.net/TGL3241/53f682d5ef0562d52f65st03vuc

EIR/EIS Comment :

Need PI response : Yes- Standard Response General Viewpoint on Project: In Opposition to SR 14

Submission 1377 (Jennifer Lamm, The Loan Gallery/RCI Funding Office, August 21, 2014)

Palmdale - Burbank - RECORD #211 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: Submission Date: 8/21/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Jennifer Last Name: Lamm

Professional Title: Personal Loan Consultant

Business/Organization: The Loan Gallery/RCI Funding Office

Address: 500 N. Brand Blvd,

Apt./Suite No.: #1940 City: Glendale State: CA Zip Code: 91203 Telephone: 818/552-4599

Email:

jenniferlamm@yahoo.com Cell Phone: 818.281.0069

Email Subscription:

Add to Mailing List:

Stakeholder Comments/Issues: The meeting on the 14th of August at the Hansen Dam Recreational Center was an eye opener and interesting, to say the least.

> It was very interesting to note how excited the lady was doing the presenting about the big "plans" California High Speed Rail Authority has to connect Palmdale and Los Angeles. She never once asked any questions, just kept Palmale and Los Angeles. She never once asked any questions, just kept going on and on about the big "agenda".... sounded to me like Railroading at it's best. How sad she never took a survey. "with a show of hands, how many people in this room use or will use or have used a train?" that is a survey I would have liked to see from my neighbors, the equestrians, that live in Shadow Hills, California and are a part of the largest wildlife roadway in Southern California..... progress needs to come I suppose in spite of the fact that progress is just what we citizens of Shadow Hills and the Lakeview Terrace, Hansen Dam Area, and adjoining parts are trying to avoid. Please understand that when I purchased here, and began paying property taxes of a hefty sum, it was to be in an area of less

combustion, not more. For this simple fact, I feel that you are violating my combustion, not more. For this simple fact, I feel that you are violating my rights as a tax payer to peace and tranquility in your endeavor to put a high speed train through the hills of Los Angeles National Forest. In fact, quite frankly, I can't think of anything worse. Since your presenter didn't ASK me what I thought or my neighbors but merely invited us to listen to the agenda of the agency that builds railroads, I trust that you will duly note that your entire presentation is a sham. A smoke and mirrors attempt at pretending that you really asked us what we thought... Do the least amount of damage that you can or don't build it at all would be my preference. I personally have no reason to take a train to Palmdale so why should I have to deal with it.. you built a free way to Palmdale already. Leave things well enough alone built a free way to Palmdale already.. leave things well enough alone.. Railroads are an exciting thing of the past, and an exciting part of the future,

but you can do better than

U.S. Department of Transportation Federal Railroad

bulldozing the forest where we ride our horses... that is why we moved here and pay taxes.... otherwise, knock yourselves out.. build somewhere where they don't care about that

Submission 1377 (Jennifer Lamm, The Loan Gallery/RCI Funding Office, August 21, 2014) - Continued

It is my purpose that you will be so ecstatically happy with the help I give you that you will gladly introduce me to someone you care about that also needs my help. Maybe this will be a friend, family member, or neighbor Please, don't keep me a secret!!

Jennifer Lamm, Personal Loan Consultant Office Phone: 818/552-4599
Office Fax: 818/552-5154 or 818-649-3743
Mobile Iphone: 818-281-0069
500 N. Brand Blvd, #1940, Glendale, CA 91203

Jenniferlamm@yahoo.com Dre# 01031558

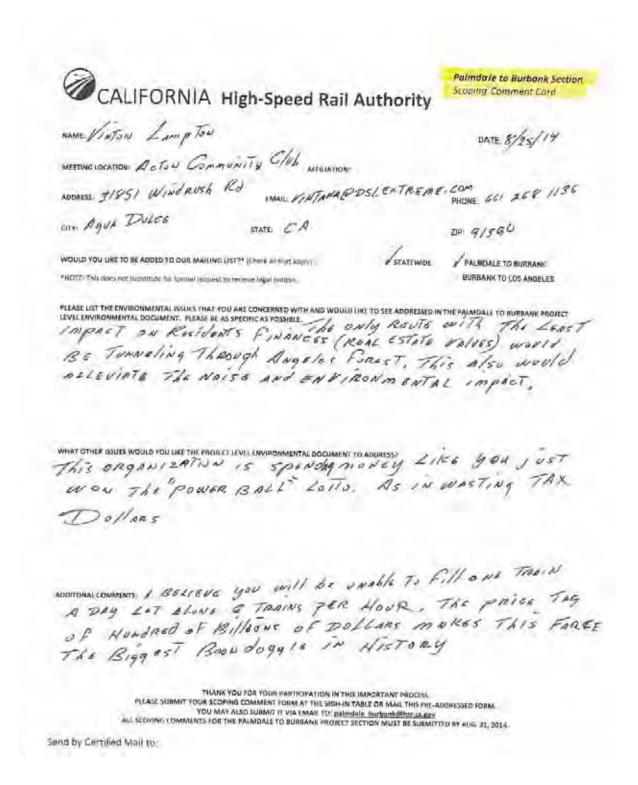
NMLS# 357805

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Submission 1378 (Vinton Lampton, August 25, 2014)

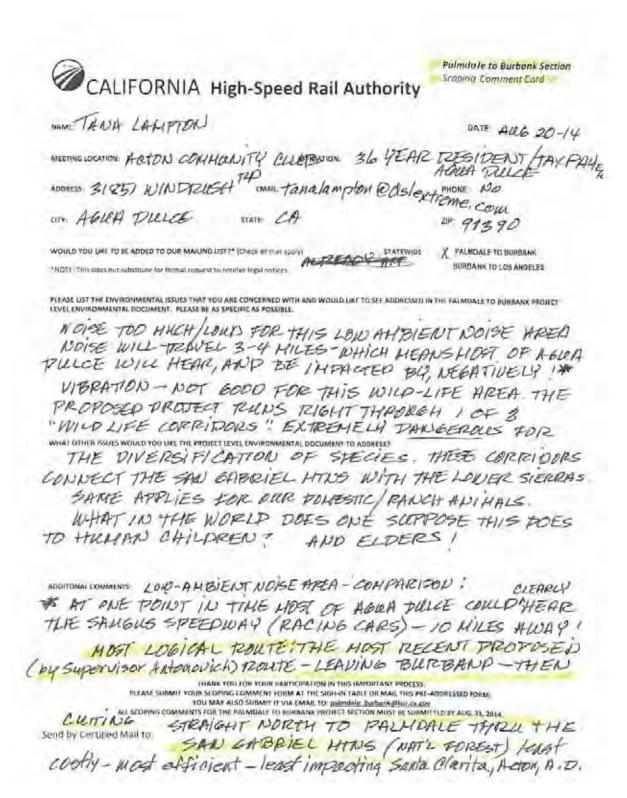




Submission 1378 (Vinton Lampton, August 25, 2014)



Submission 1379 (Tana Lampton, August 25, 2014)



Submission 1379 (Tana Lampton, August 25, 2014)

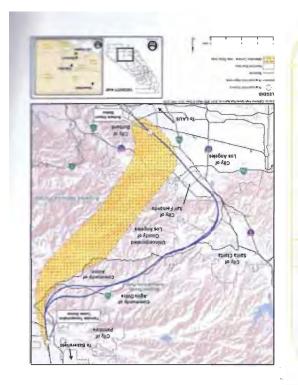


Submission 1380 (Sammy Larsen, August 28, 2014)

CALIFORNIA High-Spe	ed Rail	Authority	Scoping Comment Card
NAME: Sarry Lorsen			DATE: August 19,2016
MEETING LOCATION:		AFFILIATION:	
ADDRESS: 1401 SKYLAND Rd	EMAIL:		PHONE:
CITY SUVLAND	STATE: CA	91090	21P: 9/090
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* NOTE: This does not substitute for formal request to receive legal notices		ply) STATEWI	DE PALMDALE TO BURBANK BURBANK TO LOS ANGELES
Motions great with a 1	11 5 F	virget.	
THE effect on lefe in +4	y Small	and and L USR car	me + ways her.
THE effect on life in the could be terrible of	the	and and L	the view terrice



Submission 1380 (Sammy Larsen, August 28, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmasle to Burbank Project Section must be submitted by August 31, 2014. Please submit comments







Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012



High-Speed Rail Authority



Submission I381 (Robert Larsen, August 29, 2014)

Robert Larsen

33215 Acklins Ave. Acton, CA 93510 P.O. Box 174, Acton, CA 93510 Phone: 626-399-6764

August 28, 2014

Mark A. Mcloughlin California High Speed Rail Authority 700 North Alameda St. Room 3-532 Los Angeles, CA 90012

Dear Mr. McLoughlin,

Please accept this email and attachments as my official comments. Attached you will find my letter and the California High Speed Rail scoping comment card Palmdale to Burbank Section.

I live at 33215 Acklins Ave., Acton which is immediately next to one of the proposed High Speed Rail routes. Our home is the second house south of Cedral Ave. and the train would go straight down Cedral Ave.

My next door neighbor has received letters from the High Speed Rail Authority advising him that he's on the right-of-way and they want soil samples. If this route is chosen, at least my next door neighbor would get the benefit of the state purchasing his home and property. My husband, Rey Ramos, and I own property that is just off the right-of-way, so we would be forced to stay and be subjected to loud noise, vibration, unsightly rail tracks and or elevated tracks and sound barriers. The High Speed Rail would immediately cause our property values to plummet and probably make our property unsellable. This would be heartbreaking and intolerable for us. The disruption and noise caused by the train would also be unbearable for the chickens, horses and other pets.

This entire project will kill the rural atmosphere of Acton if it goes right through town. I agree with LA County Supervisor Antonovich that the train should be underground and in tunnels through the forest which will allow for a straight line from Palmdale to the Burbank Airport.

Please don't allow the High Speed Rail through the town of Acton.

Sincerely,

Robert Larsen & Reynaldo Ramos 33215 Acklins Ave. P.O. Box 174 Acton, CA 93510

(626) 399-6764

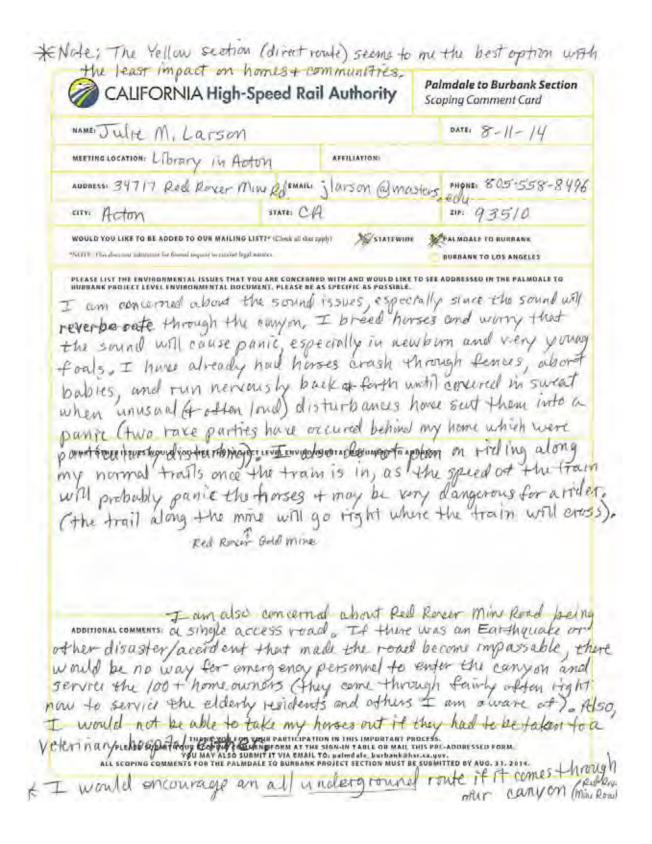




Submission I381 (Robert Larsen, August 29, 2014)



Submission 1382 (Julie M. Larson, August 11, 2014)



Submission 1383 (Perry Lawrence, August 27, 2014)

Palmdale - Burbank - RECORD #603 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Perry Last Name: Lawrence

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: NA

Telephone :

Email: LawrenceDist@aol.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

Dear Mark,

We oppose the HSR above ground alignment going through the SCV via Sand Canyon.

A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together (as proposed by Supervisor Antonovich).

B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.

C. We definitely oppose the above ground alignment:

- Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom 2. Eliminates a community church
- 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community

IF EMAIL:

Mr Mark A. McLoughlin



Submission 1383 (Perry Lawrence, August 27, 2014) - Continued

Subject Line "Palmdale to Burbank Section EIR/EIS _palmdale _burbank@hsr.ca.gov_ (x-msg://161/palmdale_burbank@hsr.ca.gov)

If you send an E-mail, please Blind CC: _scvtaskforce@gmail.com_ (x-msg://161/scvtaskforce@gmail.com)

Perry Lawrence

EIR/EIS Comment : Yes

Submission 1384 (Jim Layfield, August 18, 2014)

Palmdale - Burbank - RECORD #119 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/18/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Jim

Last Name: Layfield

Professional Title: **Business/Organization:** Address:

Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: jimlvt@verizon.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

I would like to express my desire to see this whole project cancelled for all of

California.

I suspect that once minds are made up that no amount of public opposition

will change

the go ahead on this project.

I also suspect that once this system is built that it will attract people curious

about riding on the system to check it out, but in the long run ridership will be a major

the system will have to be largely subsidized by tax payers (us) as the route

central California will not be attractive to people along the route.

We don't need this system and California can't afford the cost to build it.

Also, as in

the past this system will have major cost overruns and cost much more than predicted.

Thank you,

James Layfield jimlvt@verizon.net 1-818-899-5595

This email is free from viruses and malware because avast! Antivirus

protection is active. http://www.avast.com

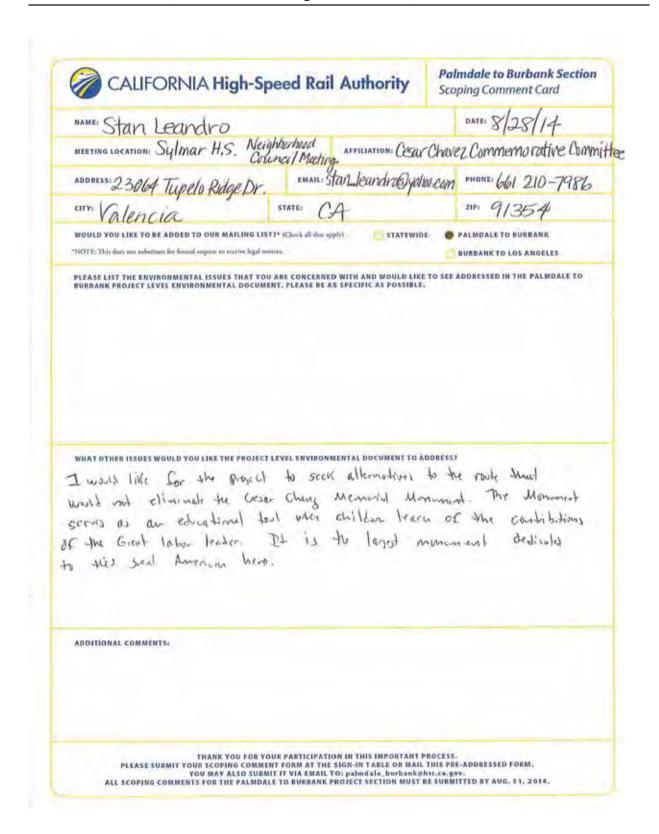
U.S. Department

of Transportation Federal Railroad

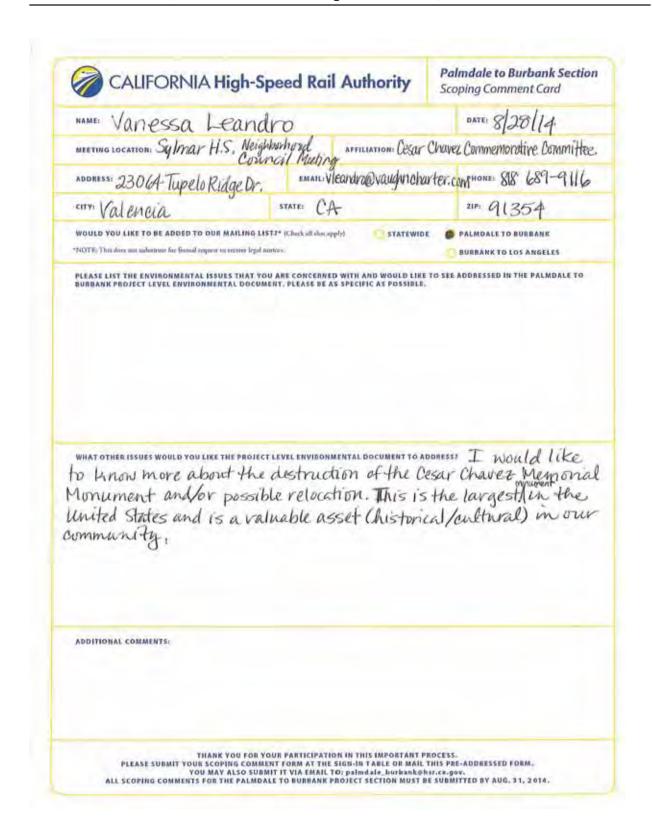
EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project: In Opposition to CAHSR Project

Submission 1385 (Stan Leandro, August 28, 2014)



Submission 1386 (Vanessa Leandro, August 28, 2014)

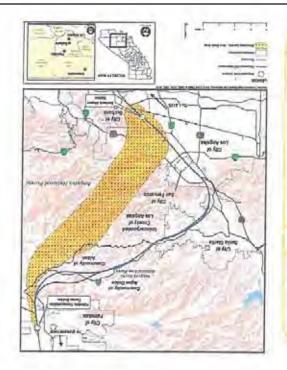




Submission I387 (Brian Lees, August 26, 2014)

CALIFORNIA High-S	peed Rai	l Authority	Palmdale to Burbank Section Scoping Comment Card
NAME BRIAN LEES			DATE: 8/36/14
MEETING LOCATION:		AFFILIATION:	
ADDRESS: 1103 BLOOMDALE ST	EMAIL		PHONE: 626-253-4457
CITY DUARTE	STATES CA	STATE: CA ZIP: 91010	
WOULD YOU LIKE TO BE ADDED TO DUR MAILING LIST "NOTTE: This also not substitute for formal request in accessive legal is	The state of the s	ppiy) STATEWID	PALMOALE TO BUREANK BUREANK TO LOS ANGELES
TUNNELS THEOLOGY THE MOUNTAINS WILL NEED TO BE BUILT. THE ENTIRE WITHIN THEFOLEST FOR WILDLIFE, H IT WILL BE COSTLY TO BUILD T IF THE TRAIN GOES BY HANSEN D IT WILL AFFECT FLOODING IN THE THE TRAIN TRACKS? THE CANTONS AND HANSEN DAM A THEM? THERE IS NO REFERTION WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT TRAIN WILL BE DIFFICULT EQUESTRING AND MOUNTAIN BI	ROUTE WILL IKERS, ETC. THE TUNNELS DAM AND B E AKEA. WH WE HIGHLY V AKEA LI TLEVEL ENVIRONI AND UNP	L MET BE A TOVA TO DERVITIVE, ALS ICTUTUNES CONTOU ERE WILL THE USED RECRESTION KE IT NEARBY. MENTAL DOCUMENT TO A	OR LITTLE TUJUNGS CANYON WATER GO? OR WILL IT DAMAGE AREAS WHAT WILL REPLACE UNDERPASSES OR OVERPASSES
PLEASE SUBMIT YOUR SCOPING COMME	NT FORM AT THE	O: palmdale, burbank@h	THIS PRE-ADDRESSED FORM.

Submission 1387 (Brian Lees, August 26, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Tos Angeles, CA 90012

By Mail:

All public scoping comments for the must be submitted by August 31, 2014. Please submit comments:







Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90013036303

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Submission 1388 (Jeff Lemieux, August 14, 2014)

	Palmdale to Burbank Section Scoping Comment Card
NAME: Jeff Lemieux	DATE: 8/14/14
MEETING LOCATION: Lake VININTELLER REC. CENTER APPILIATION: RE	1 1 1 1
ADDRESS: 10271 Arnwood Rel. EMAIL: James 2013 @ hotore	PHONE
env. Lake View Terrace STATES CA	zir: 91342
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Clinck all their apply) STATEWID NOTE. This does not submitted for formal request to receive legal secure.	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIST BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT, PLEASE BE AS SPECIFIC AS POSSIBLE	TO SEE ADDRESSED IN THE PALMDALE TO
- Noise + Vibration from construction + op	eration
- Unsightly views - mountains mus, tourn.	future
- Traffic - major transportation corrilor in	well- entablished
residential neighbook and we low densit	to the same of the
2. Mary - 1 row grant	7,
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO A	DORESS?
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Submission 1389 (Douglas Leonard, August 28, 2014)

Palmdale - Burbank - RECORD #468 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Douglas Last Name: Leonard

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Shadow Hills

State: CA **Zip Code**: 00000

Telephone:

Email: shpoa@shpoa.us

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: from - Douglas Leonard &It;dhlenman@aol.com>

Gentlemen, I have just recently been made aware of the HSR proposal that threatens to disrupt the quality of our Sunland-Tujunga / Shadow Hills community. I am a resident of Shadow Hills for 14 years, where I am the care provider for my Mother, 89 yrs. old. She has been a resident of the Shadow Hills Community for over 40 years. Both of us are consistent voters, and vote in every election. WE are appalled by the lack of transparency and plain dealing exhibited by Supervisor Antonovich's office in dealing with the local communities which are threatened by the "Alternate Corridor - New Study Area", a seriously flawed scenario for the Palmdale to Bubank Project Section. Since High Speed Rail officials evade talking about specific, potential routes within CD7, we in Shadow Hills, Sunland-Tujunga, Lake View Terrace communities must prepare for a worst case scenario. Many local residents are anquishing over the possibility of losing their homes to eminent domain. The extreme vagueness of the non-specific map that shows 500 square miles potentially in the path of HSR puts our communities under threat by HSR. This project needs to go through commercial and industrial areas already served by rail corridors, and NOT through residential and sensitive environmental areas. The myriad of environmental obstacles to the proposed corridor raises the probability of insurmountable costs and makes this scenario entirely unfeasible. Our area is already severely impacted by heavy transit use by trains, freeways and airports. We believe that the original route 14 and 5 alternatives are superior. As a member of the Shadow Hills Property Owners Association, we are kept informed of all known developments through our newsletter and community meetings. We are determined to take an extremely active part in the ongoing proceedings. We know that SHPOA will work this issue politically, with the press, and do whatever else is needed to voice this community's opposition to this vague and ill-considered

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1390 (Mr. Lester, August 19, 2014)

Palmdale - Burbank - RECORD #172 DETAIL

Status: No Action Required

Record Date: 8/20/2014 Response Requested: Nο Submission Date : 8/19/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Telephone First Name: Mr. Last Name: Lester

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Acton State: CA Zip Code: 00000

Telephone: Email: Cell Phone: **Email Subscription:**

Add to Mailing List: No

Stakeholder Comments/Issues: Adeline got a call from an Acton man named Mr. Lester on Aug. 19, 2014.

He would not provide his first name. He was a bit antagonistic and wanted to know what is the projected ridership out of the Palmdale station. Adeline told him she would have to check with the team on that.

He also wanted to know the cost of high-speed rail between Palmdale and Burbank. Adeline told him we have not determined that specific cost yet because we are still conducting environmental studies and have not selected an alignment. But she gave him the cost for the IOS, which is \$31 billion. He kept calculating his own costs, based on the number of miles and came up with a \$13 billion price tag for the Palmdale-Burbank segment. Adeline told him those were his numbers, not ours.

Adeline also asked him if he submitted a comment for scoping. He said he did but Adeline was not able to find his name any of the SoCal sections in

Adeline also sent this info to Lisa Marie Alley and Annie Parker.

EIR/EIS Comment:

Need PI response: Yes-Individual Response

General Viewpoint on Project :

Submission 1391 (Steven Lester, August 29, 2014)

Palmdale - Burbank - RECORD #515 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Steven Last Name: Lester

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Telephone:

Email: netrider100@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. Mark McLoughlin

For a project that is already way over budget, I would suggest that deleting the Palmdale station may demonstrate to California's population that the California High-Speed Rail Authority is working to contain costs and bring the project a little closer to original estimates. Please let me explain.

Given that the projection LA to SF line is 520 miles and that cost now is projected at \$63 billion dollars, a rough estimate is .12 billion dollars per mile. And as the route to Palmdale is much more difficult than the typical route, a cost of maybe .16 billion dollars per miles may be more realistic. And given that the route to Palmdale and back to Bakersfield is approximately 52 mile, eliminating the route to Palmdale will eliminate nearly 9 billion dollars and shorten the total construction time.

We must also ask, does it make sense to spend nearly 38 billion dollars (original estimates of 9 billion dollars, plus another 29 billion for interest at 5% for 30 years) of Californian's money when it is estimated that only about 2,000 to 3,000 people per day will even use the High-Speed Rail from the Palmdale station. This equates to annual payments of \$585,000,000 and daily payments of \$1,600,000. And this equates to loan payments of \$533 to \$800 per day per rider plus daily maintenance and operating costs.

To break even, the High-Speed Rail would need to charge the Palmdale riders approximately \$700 to \$960 per ticket, including maintenance and operating costs. But at \$700 to \$960 per ticket, ridership would drop to zero. As such, the only way to get people to use the rail would be to subsidize the cost of the ticket, resulting in a daily loss of \$1,000,000 to \$1,300,000.

At a price comparable to a LA to SF airline ticket, Palmdale would need a ridership of 10,000 people per day to break-even.

Maybe I am too dumb to understand, but please explain to me why anyone would want to spend 38 billion dollars (including interest) to build a high speed rail line to Palmdale that will lose approximately \$400,000,000 a year and could take 20 years or more, if ever, to even break-even?

Submission 1391 (Steven Lester, August 29, 2014) - Continued

Besides all the other good reasons that you have received about High-Speed Rail destroying life in rural Acton and Aqua Dulce, I submit that not only would it be better and quicker for the overall project to delete the Palmdale route, but it would make more sense to save the money that deleting the Palmdale route will provide.

Rather, why not but the Santa Clarita station back on the route in a location that can connect with the Metro. It would add a few minutes to the trip to San Francisco and save the citizens of California \$38,000,000,000.

Mr. McLoughlin, please move from the political to the logical. Lets do what is best for California and for California's budget and drop the Palmdale route.

Sincerely,

Steven Lester

EIR/EIS Comment : Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :



Submission 1392 (Thomas and Silvia Leth, August 27, 2014)

Palmdale - Burbank - RECORD #294 DETAIL

Status: Pending Record Date: 8/28/2014 Response Requested: No Submission Date : 8/27/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email

First Name: Thomas and Silvia

Last Name: Leth

Professional Title: **Business/Organization:**

Address: 26332 Sand Canyon Road

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387

Telephone:

Email: sleth@lycos.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: We live in Sand Canyon. We oppose the high speed rail through our

neighborhood. Instead, we support the idea of a direct route between Burbank and Palmdale that would bypass our community. If absolutely necessary to have it go through the Santa Clarita Valley, then we prefer the option of having a tunnel that would go under the part of our valley where the route is proposed.

Too much property will be impacted negatively by this train if it goes through

our community.

Thank you very much.

Yours truly,

Thomas and Silvia Leth 26332 Sand Canyon Road Canyon Country CA 91387

EIR/EIS Comment:

Need PI response: Yes- Standard Response General Viewpoint on Project: In Support of Alternative Corridor

Submission 1393 (Thomas and Silvia Leth, August 29, 2014)

Palmdale - Burbank - RECORD #533 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: **Thomas** Last Name: Leth

Professional Title : Business/Organization :

Address: 26332 Sand Canyon Road

Apt./Suite No.:

City: Canyon country

 State :
 CA

 Zip Code :
 91387

Telephone :

Email: sleth@lycos.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues:

In case I sent this to the wrong email address, read below.

----- Original Message ------

SUBJECT:

Opposition to high speed rail through the Santa Clarita Valley.

DATE:

2014-08-28 05:12

FROM:

sleth@lycos.com

TO:

info@hsr.ca.gov

We live in Sand Canyon. We oppose the high speed rail through our neighborhood. Instead, we support the idea of a direct route between Burbank and Palmdale that would bypass our community. If absolutely necessary to have it go through the Santa Clarita Valley, then we prefer the option of having a tunnel that would go under the part of our valley where the route is proposed.

Too much property will be impacted negatively by this train if it goes through our community.

Thank you very much.

Yours truly,

Thomas and Silvia Leth

26332 Sand Canyon Road

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission 1393 (Thomas and Silvia Leth, August 29, 2014) - Continued

Canyon Country CA 91387

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1394 (Paul Letournx, August 30, 2014)

Palmdale - Burbank - RECORD #433 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Paul Last Name : Letournx

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: paulx66@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To whom it may concern

I oppose the current project to build a tunnel through San Gabriel mountains

between Burbank and Palmdale, please keep the original route.

Thank you Paul Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

EIR/EIS Comment:



Submission 1395 (Alane Levinsohn, September 12, 2014)

Palmdale - Burbank - RECORD #812 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/12/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Alane Last Name : Levinsohn

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: AlaneLevinsohn@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: http://ih.constantcontact.com/fs138/1110936526336/img/726.png

Dear Mr. McLoughlin:

I respectfully request that the "Alternative Corridor - New Area" because it is proposed that the high speed rail goes through residential areas and it should go through industrial areas, not scenic corridors.

The HSR has put out a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR.

I am opposed to any of the lines coming through the Big Tujunga Wash and Shadow Hills.

The entire community of Shadow Hills is at risk for the following reasons:

Lowered property values

scenic highway earthquake faults

federal waters and endangered species

noise

Submission 1395 (Alane Levinsohn, September 12, 2014) - Continued

pollution

destruction of our community threat to equestrian lifestyle construction impacts

Please reconsider your original route paralleling the 14 and 5 freeways to Burbank Airport. It just makes sense.

Respectfully,
Alane Levinsohn
Registered voter

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Form Letter :

Submission 1396 (Arlene Levy, August 17, 2014)

Palmdale - Burbank - RECORD #122 DETAIL

Status: Pending Record Date: 8/18/2014 Response Requested: No Submission Date : 8/17/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Arlene Last Name : Levy

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: arleneblevy@netzero.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Dear Mr. McLoughlin

I have lived in Acton with my husband for the past 35 years, and love living here because of it's rural landscape, and quiet and peaceful way of life. I oppose the route that would go through any part of the town of Acton. I would support the alternative corridor which would be underground,

and go through Angeles National Forest.

U.S. Department of Transportation Federal Railroad

Arlene Levy Acton Resident

Sent from my iPad

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : In Support of Alternative Corridor

Submission 1397 (John and Linda Lewis, August 23, 2014)

Mr & Mrs John Lewis 15731 Condor Ridge Rd Canyon Country, CA 91387

August 23, 2014

Mr. Mark A. McLoughlin Director of Environmental Services California High Speed Railway Authority Southern California Regional Office 700 N. Alameda, Rm 3-532 Los Angeles, CA 90012

We are writing about the proposed High Speed Rail which will negatively impact our community. We are new residents and LOVE our new home. We will NOT love this railway.

PLEASE align this railway directly from Burbank to Palmdale. There is NO NEED to go through our beautiful rustic quiet Santa Clarita Valley at all!

If you must go through our community - God forbid- please consider the tunnel extension alignment as it causes less environmental and community damage than the above ground alignment.

We oppose above ground alignment as:

- 1 It is too close to two schools putting over 1000 elementary school in danger and the sound will DEFINITELY impact learning in the classroom.
- 2 A community church will have to be torn down!
- 3- Houses including ours will hear this noise pollution!
- 4-The sound and visual impacts are NEGATIVE for all us residents!
- 5-This also eliminates a JOB CENTER that was approved for our community!!!!!

PLEASE BYPASS THIS COMMUNITY! WE DO NOT NEED NOR WANT THIS INTRUSION!

THANK YOU!

Luda Leuis John and Linda Lewis

Résidents

Submission 1397 (John and Linda Lewis, August 23, 2014)





Submission 1398 (Bill Lewis, August 25, 2014)

Palmdale - Burbank - RECORD #671 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Yes 8/25/2014 Submission Date : Affiliation Type: Individual

Businesses And Organizations Interest As:

Submission Method: Project Email

First Name: Bill Last Name: Lewis

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000 Telephone: 818-312-1691

Email: billsbees@wildblue.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. Mark McLoughlin,

Has anybody looked at how the Palmdale-Burbank High Speed Rail Route

affect existing water aquifers? My water supply is a spring that flows out of the mountain at 2000 feet in elevation in Little Tujunga Canyon. It has reliably delivered 2-1/2 gallons a minute, 24 hours a day, 7 days a week for the past 25 years. This is my only water supply and I pay for this water use. I depend on this water source for my home and my business. Loss of this water source will severely impact my home and business which supports at least 4 other families.

Sincerely,

Bill Lewis

Owner/Beekeeper, Bill's Bees, Inc.

U.S. Department

of Transportation Federal Railroad

President, CSBA

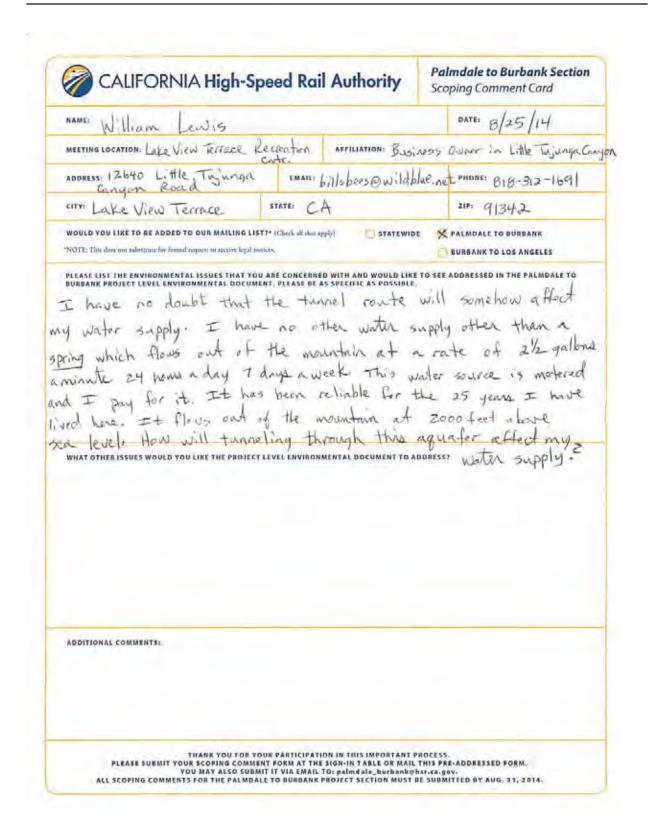
818-312-1691
*"California State Beekeepers Association - Organized in 1889 to Serve the

Commercial Beekeeping Industry of California'

EIR/EIS Comment:

Attachments: HighSpeedRail082514.pdf (309 kb)

Submission 1398 (Bill Lewis, August 25, 2014) - Continued





Submission 1399 (Jack Lindblad, East San Fernando Valley Transit Corridor Coalition, September 15, 2014)



East San Fernando Valley Transit Corridor Coalition

We are a coalition of neighborhood councils and community activists advocating For the selection of Light Rail Transit along Van Nuys

Boulevard, the mode with 12% higher ridership capacity and a greater stimulus of Transit Oriented Districts development.

Community: 161 like this

September 12, 2014

Public Scoping Comment
Mark A. McLoughlin, Director of Environmental Services
ATTN: palmdale_burbank@hst.ca.gov
California High Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532
Los Angeles CA 90012

Tunneling under and despoiling a National Resource

Angeles Crest foothills and canyons comprise precious remaining open space in Los Angeles county where application of planning tools such as Lowered Impact Development and Rewilding outweigh any benefit over saving HSR mileage, Right of Way eminent domain settlements. Developing High Speed Rail HSR along existing infrastructure and existing urbanized communities avoids lawsuits and avoids increased heathcare costs from disruption and degradation of the entire region's quality of life in and beyond North Hollywood, Sun Valley, Sylmar, Lakeview Terrace, Sunland-Tujunga and Shadow Hills.

HSR is legally required to link transit oriented communities and foster transit oriented development by SB 375. Anywhere besides the path along existing infrastructure will deter California's 2020 mandate to reduce GHG and have a renewable energy economy, ever more critical for any future California's urban centers and aquapermaculture alternatives to monoculture/agriculture have in our megadrought. No water no future.

My public comment to HSR, though, initially had writers block after seeing HSR trot out their glittery Trojan horse selling cost-prohibitive tunnels to save, what, 10 miles and eminent domain settlements. Do the calculus. HSR's sales job does not resolve the immediacy to build sustainability and resilience for a ever worsening resource-scarce near term future.

Bum's Rush by Elected makes not Environmental Justice nor Resilience
Blatant nimbyism favoring the privileged few lies behind last-second unveiling of Los Angeles County
Councilmember Antonovich's proposal to tunnel below Angeles Crest Forest, bypassing existing right of ways,

Councilmember Antonovich's proposal to tunnel below Angeles Crest Forest, bypassing existing right of ways, laying to waste existing infrastructure, and ignoring intermodal linkages at the existing Amtrak/Metrolink station at Sylmar/San Fernando City for unincorporated communities benefit, at a cost borne by many for the few, makes

page 1 of 2





Submission 1399 (Jack Lindblad, East San Fernando Valley Transit Corridor Coalition, September 15, 2014) - Continued

for a rushed proposal with significant, adverse, negative economic, social and environmental results, not in the Public Interest nor for the Common Good.

Antonovich's proposal puts our neighborhood's quality of life at avoidable risk and moral hazard. Every impact area on the Environmental Checklist Form has been marked with "Potentially Significant Impact". This is telling and intolerable in our region stricken with a 2000 year megadrought, rising sea level, Extinction-level loss of plant and animal species and ever worsening Climate Catastrophic Events.

• Initial Study (IS): Palmdale to Burbank

Prudent planning mechanisms are countermanded within the alternative study area such as Lowered Impact Development, Restoring wildlife corridors vitality and connectedness, Rewilding Los Angeles River and Greenways.

Public Interest Common Good

Electeds are responsible to provide for the common good and public interest, not advancing a boondoggle alternative proposal that undermines and violates state law on adapting to our ever worsening megadrought and the climate emergency that the drought is one of a myriad of impacts on California's economy and watersheds.

Compliance with SB 375

Tunnel alternative subverts High Speed Rail Intermodal linkage at San Fernando City to Metrolink, Metro buses, Amtrak, Van Nuys Boulevard Metro Light Rail, putting the HSR Authority out of compliance with meeting California's 2020 Climate mandate reducing greenhouse gases by one-third and a renewable energy economy. Extensive expenditure on new infrastructure is completely avoidable by following existing right of ways.

Check out our <u>wordpress</u> on the issues, our campaign <u>videos</u>. And our <u>social media hub</u>:

http://en.gravatar.com/lindbladpolicyinitiatives



#LindbladForCityCouncil, East San Fernando Valley of Los Angeles (ESFV) - Gravatar Profile

Award-winning Architect, Urban Planner, Community Organizer, Political Economist, North Hollywood Northeast Neighborhood Councilmember, Green Party of Los Angeles County Councilmember, 2015 Candidate for Los Angeles City Council, 2014 Green Party Candidate for California Senate, 18th District, Jack...

Jack Lindblad

Jack Lindblad

Founder, East San Fernando Valley Transit Corridor Coalition

Three terms elected Los Angeles City Neighborhood Councilmember.

Green candidate for California's Legislature, both Assembly and Senate representing East San Fernando Valley.

mobile 818 785-2724 jplindblad@gmail.com

page 2 of 2

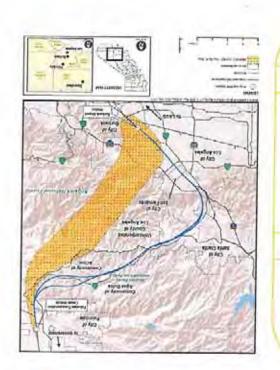


Submission 1400 (Al & Birute Liseckas, August 18, 2014)





Submission 1400 (Al & Birute Liseckas, August 18, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the must be submitted by August 31, 2014. Please submit comments:



25 AUG 2011 FM 5 1

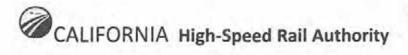


Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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Submission 1401 (Scott Litchfield, August 25, 2014)



Palmdale to Burbank Section Scoping Comment Card

& ELIZABETH LITCHFIE AFFILIATION:

MEETING LOCATION:

BANDEL ST. EMAIL A

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

STATEWIDE

X PALMDALE TO BURBANK X BURBANK TO LOS ANGELES

*NOTE: This does not substitute for formal request to receive legal notices.

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

LIVING ON BANDELL ST. IN ACTON, WE MOVED HERE ZE YEARS AGO FOR THE QUIET RURAL LIFESTYLE. I AM CONCERNED ON EVERYLEVEL THE TOTAL INVASION OF OUR QUIET AREA. THE DIRT, THE DUST, THE LIOISE, THE TRAFFIC. THE DE-VALUE OF PROPERTY AS A HOMEOWNER. THE SAFETY OF THE NEIGHBORHOOD, HEALTH ISSUES WITH CONSTRUCTION, DOST. DIET, WATER DAMAGE TO OUR AREA. HAVING ASTHMA IN OUR FAMILY,
THIS IS A SERIOUS HEACHTHREAT. THE HOUSES HERE ARE NICER
CUSTOM HOMES AND WILL HAVE AN INPACT ON ALL PROPERTY VALUE.
WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS.
THIS IS A RESIDENTIAL ZONE, EQUESTRIAN AREA, IT IS NOT ZONED FOR ANY COMMERCIAL CONSTRUCTION. THERE WILL BE PEOPLE SUFFERING FROM WELL-WATER ISSUES TO HEALTH PROBLEMS FROM THE AIR QUALITY AS SOON AS ANY CONSTRUCTION WOULD BEGINI,

I BELIEVE OUR GOVERNMENT AT THE STATE LEVEL HAS AN OBLIGATION TO PROTECT BOTH THE PEOPLE OF OUR STATE OF THEIR PROPERTY AT ALL COSTS,

ADDITONAL COMMENTS: THE INPACT OF THE LAND, AIR EWILDLIFE OF THIS RURAL TOWN WILL HAVE AN IERIVERSABLE CONSEQUENCE THAT WILL FOREVER CHANGE THE EXISTANCE WE HAVE TODAY AND THE QUALITY OF LIFE OF THE QUALITY OF THE LAND WILL BE PERMANENTLY DAMAGED + FOREVER LOSS TO ALL.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS. PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM. YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale burbank@hsr.ca.gov ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

Send by Certified Mail to:

Submission I401 (Scott Litchfield, August 25, 2014)





Submission 1402 (Carol Locus, September 12, 2014)

Palmdale - Burbank - RECORD #789 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/12/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Carol Last Name : Locus

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

State: CA **Zip Code**: 00000

Telephone :

Email: carollocus@earthlink.net

Cell Phone :

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: To:

Mark A. McLoughlin, Director of Environmental Services

ATTN: Palmdale to Burbank High Speed Rail Alternative Route Proposal

California High-Speed Rail Authority Southern California Regional Office 700 N Alameda, Room 3-532 Los Angeles, CA 90012

From:

Carol Locus

Stonehurst HPOZ

Sun Valley (Los Angeles)

CA 91352

Cell 818 427-3620

Dear Mr. McLoughlin:

Please note the intention and spirit of my letter is to first of all, deter and stop all consideration of the alternative route, spur research, debate

Submission I402 (Carol Locus, September 12, 2014) - Continued

and to inform.

First of all, Shame on you Supervisor Antonovitch, you should be recalled. Councilmember Fuentes, you absolutely need to be recalled.

This preliminary proposed alternative route is yet another demonstration of very poor or no planning. It is yet another stellar example of yet more knee-jerk, shotgun style CA politics.

500 square miles? Really?????

The most mind boggling thing about this alternative route is that it is in effect a train to nowhere. No people will have the option of climbing aboard between Palmdale and Burbank. If this alternative is implemented, you will even destroy riders that you might have had by forcing them out through eminent domain. The five miles of turn coming out of the mountains to Burbank could even happen in my neighborhood, thus taking out most if not all of Shadow Hills, Lake View Terrace, most of Sunland-Tujunga, much of Sun

Valley, and Stonehurst. The irony is that these neighborhoods comprise potential riders that might welcome a HSR to go to Santa Clarita, Valencia and Palmdale. Well, maybe there are many like me, that although having planned to live out my life and retire in my home here, thanks to the HSR many of us may even welcome a great, and irrefutable reason to finally leave CA.

How is it that the scope of the HSR is now attempting to go outside of existing transit routes. This is insane.

- Existing transit routes offer most if not all the right of ways needed to add a HSR (see trains on 210, 105 etc.)
- o Widening of freeways are routine projects to make room for more traffic (hello!?!)
- \cdot Research the bonds funding the HSR; I believe they stated and I voted that the HSR would follow existing transit routes
- o The current usage of the bond funding is under litigation, as deemed illegal
- o There is much current, and even more future litigation against the HSR to resolve; litigation costs WILL USE up funding ? DROP THIS PROJECT ENTIRELY
- o Your website lists over a dozen lawsuits; quit while you are ahead and the lawsuits all go away?? Return HSR bond money to taxpayers
- Building HSR on existing transit routes alongside the gridlocked captive vehicle owners would increase ridership
- o If you were gridlocked on a freeway, and watched a HSR train pass you every day, wouldn?t YOU hop on eventually?
- \cdot The alternative route is a train to nowhere ?NO population to service. The alternative route proposal is insane.

Submission 1402 (Carol Locus, September 12, 2014) - Continued

- The original proposed route offers 100s of thousands, if not millions of potential riders; what are their total populations, why circumvent these population centers that could use the HSR to travel between
- these communities, and to travel further north or south, thus depriving these communities of a larger public transit and work areas:
- o Acton
- o Aqua Dulce
- o Canyon Country
- o Santa Clarita
- o Newhall
- o Sylmar
- o San Fernando
- o Pacoima
- o Arleta
- o Sun Valley
- o To Burbank
- It is illogical (insane) to me to circumvent population living around and near gridlocked freeways that should use HSR to mitigate pollution and gridlock and reduce consumption of gasoline, and reduce commuting times
- If you really espouse and agree with the Agenda 21 carbon tax and climate regulation system, your alternative plan is totally contrary to Agenda 21
- § Agenda 21 protects and encourages buying up open space and prohibits any human activity in them outside buffer areas
- $\$ Agenda 21 is being implemented nationwide under the public?s radar, without their knowledge, or understanding
- · I voted for the HSR thinking I could take it to increase my work area to the communities I list, and to travel to NCA to work
- Should have known it would become a bait and switch, a huge dishonesty
- If the population centers that could most benefit from HSR have nixed it, why isn?t this entire project just dropped and cancelled
- o It would be if
- § HSR had to be profitable to be viable
- § ?Other peoples? money? were not the nebulous funding source
- § Nefarious tax schemes based on the greenhouse gas hoax were known to be soon revoked
- § Any such insolvent commercial enterprise would already be scrapped BEFORE spending ALL the other peoples? money, before ALL other sources

Submission 1402 (Carol Locus, September 12, 2014) - Continued

of funding dried up, to avoid litigation, and BEFORE bankruptcy ?all investors would have already pulled out; we are captive here as taxpayers

- · It is foreseeable that this project will put CA into bankruptcy and, or leave huge gaping incomplete construction sites across our state
- § This project could be the final nail or straw that puts this state into bankruptcy ?it is utterly irresponsible
- Exacerbated and escalated by yet more commercial and residential (tax base) flight
- § What about water storage ? how about water storage INSTEAD

There are many other very basic, utterly illogical and obvious factors and reasons why your alternative route should be dropped immediately:

- Destruction of much of the Angeles National Park and rare riparian lands further dwindling wildlife support systems
- o Destruction of one of the (RARE) riparian areas; only other in the world is in southern France, parts of Italy, and parts of the northern Mediterranean Sea coasts.
- Destruction of watersheds and water tables that provide up to 20% of the water to City of Los Angeles
- · Destruction of Master Plan Scenic Corridors
- Destruction of flood plains
- Destruction of Historic Preservation Overlays Zones
- \cdot Destruction of bird sanctuary ponds as part of 210 mitigation, adjacent to Hanson Dam
- · Destruction of other development mitigation areas
- \cdot $\;$ Destruction of other privately owned yet public recreational spaces
- Destruction of open space
- \cdot Destruction of the last remaining equestrian neighborhoods of Los Angeles that offer many recreational opportunities for the entire city
- · Destruction of some of the oldest neighborhoods of Los Angeles
- Destruction of a very viable tax base

Other economic illogical factors that are unlikely to be resolved:

I have taken the HSR between Paris and Brussels at rush hour. It was empty. It cost over \$60 ONE WAY for that 1 hour of travel

Submission I402 (Carol Locus, September 12, 2014) - Continued

- CA and LA have spent decades alienating businesses. Thousands if not tens of thousands of businesses have left both the city and the state.
- o Which companies have offices in both NCA and SCA that might send employees back and forth on this HSR?
- o Wages are back to 1990?s levels so that workers cannot afford to just hop on a HSR to ride 100?s of miles to a worksite
- o The CA economy (that is not cash based), is transforming into a minimum wage service economy. Even at \$15/hr HSR travel will be unaffordable
- o The tax base is very rapidly disappearing
- Shotgun highlighting of 500 square miles is irresponsible: Great! force out or scare away even more productive people and businesses
- Metro Link ridership is down by 600,000 riders so far this year, and more after this September rate hikes; and in the red \$38 BILLION
- o What study shows there will be riders on this HSR?
- o Perpetual subsidy is not a solution
- Without a real projected ridership, why just create jobs to build a train that will not be used enough to mitigate costs (illogical and insane)
- · If the alternative route is implemented, you will be destroying a key tax base (subsidies -and socialism ?work great til you run out of other people?s money?)
- o Many in the path or your alternative route are retirees or soon to be retirees, or young families (of all ethnicities)making their dreams come true to live in or near equestrian style mini ranches, or horse rental stables and riding lessons, with hiking, swimming, and bicycling
- o There are a number and variety of therapeutic riding programs in this area for delinquent youths, to the handicapped
- o There are many riding clubs here for regular kids, and a polo club
- o $\,$ We are the home of Olympic Dressage riders (Heather Bender bought a \$300 $\,$

horse here and won Olympic medals) and we also a World Champion

- Any HSR route should share the burden of eminent domain fairly and proportionally across all population cross sections representative of our population, and not single out just one minority; ie. eminent domain should not spare the majority
- \cdot $\;$ Applauding and welcoming funding by carbon tax credits is sick, and VERY flawed
- o Carbon tax credits ?pay to pollute? allow pollution and do not address the very severe and important planetary pollution problem
- § The sole purpose of carbon tax credits is to line the pockets of those who sell and collect the ?tax? allowing and encouraging, even more pay to pollute
- § Those companies who do not want to play this unique CA game move out of state (as it is not (yet) federal law) and so, more companies just move away

Submission 1402 (Carol Locus, September 12, 2014) - Continued

- § Accepting carbon credit funding only serves to encourage and further pollute; our ecosystems are fragile, and becoming more fragile every day
- § Carbon taxes are further escalating all energy costs forcing even more (productive) people and businesses OUT of state
- § Even after gas and water and power costs have more than doubled in the last 5 years, they will again almost double by 40% yet again in the next year or so (thank you carbon credits) and AB 32 for closing coal fired plants (that have at least 60 day power reserves)
- o $\,$ Global warming, greenhouse gases, etc., all have been debunked; it is just a matter of time that reality catches up
- o It is a matter of time before the law carbon taxes in CA rests on, AB is revoked
- § Any expectation and dependency on this new (short-lived) system of taxation is sick, anti and un-American (it is UN driven) ?Americans are waking up; AB32 will be revoked and thus one of your major expected sources
- of funding will vanish
- o Carbon taxes (like the new carbon 15 cents CA gas tax coming soon) are further increasing energy costs in CA thus forcing even more people and business out

More property taxes is not the way any project should be funded; economically destructive ?carbon? taxes are even more unacceptable.

Please publish your economic studies and analyses upon which you rest the economic and financial feasibility of the HSR project funding, both for building it and for when it is complete.

How about ROI (return on investment) analyses that support that the HSR project is profitable and will payback tax payers, and eventually pay for itself

- How will tax payers be paid back with tax credits for this, and other projects; we are not unlimited cash cows, we do not grow greenbacks in our homes and apartments
- If the HSR does not force me out of my home, and CA, the increasing DWP costs (in reality the escalating DWP TAX (unapproved by voters))? DWP is in effect forcing a hidden, unstated, a voter approved tax? the DWP WILL force me out
- o I know, and believe that we pay more for our energy than those in any and all South American countries (what?s wrong with that picture?)

The vicious circle of more and more taxation and regulation in CA, must be stopped so that CA can once again have a vibrant and desirable economy.

It appears to me at this point, that the HSR project, as it is currently being conceived and possibly implemented, is in the band of a good idea,

Submission I402 (Carol Locus, September 12, 2014) - Continued

with good intentions, but with lots of wishful thinking. It will cause huge the destruction in its path. With lack of funding, all the litigation, and lack of sound and realistic planning, all of which makes it undesirable, risky and perhaps totally fiscally irresponsible to our state; CA cannot afford a huge failed boondoggle.

Physical illogical factors that are unlikely to be mitigated or resolved:

- The alternative route is comprised mostly of SAND from ancient riverbeds
- o Although digging tunnels in sand can be done, it is very difficult, and dangerous
- Long tunnels, although in our case, preferred, are yet more dangerous due to many frequent deep sinkholes we have seen and experienced in this area; sink holes take out homes and streets ?and HSR
- o Long tunnels have the issue of ventilation; study the Mont Blanc tunnel accidents that have resulted in many, many asphyxiations
- o Earthquakes, sand, sinkholes and tunnels are not a great mix; these should be researched for safety, impacts and feasibility of tunneling
- o Destroying watershed water storage of Big and Little Tujunga washes is beyond illogical (it?s insane): BTW, there?s a serious drought
- The neighborhoods slated for destruction offer multiple recreational opportunities; people living in high density need space and recreational opportunities. I believe increased aggression is due to increased crowding, so you plan to destroy an area with great recreational venues
- These neighborhoods are very low crime: so why propose destroying them? Why not study and isolate WHAT are the factors that enhance low crime

in these communities, and plan new communities or encourage city planning modifications accordingly?

In closing, I recommend shelving this project for now in order to resolve the issues I raise, and to put it on existing transit corridors.

Thank you very much for your attention and consideration of the issues I have raised and all my thoughts, observations, and my request for attention to the research points I raise.

The City of Los Angeles up until now has made all my dreams come true. I have loved this city and the equestrian lifestyle here. It is truly very unique in the entire world, and very worth saving. I hope HSR will not destroy Lake View Terrace, Sunland-Tujunga, Shadow Hills, Stonehurst/Sun Valley.

Sincerely,

Submission 1402 (Carol Locus, September 12, 2014) - Continued

Carol Locus

REPORTERS PLEASE NOTE:

I have copied you for informational and for research purposes, only.

Please respect my privacy, I do not want to be published.

I believe, and my sole intention is to raise very serious issues that need the public?s research, YOUR research and public debate.

I believe the American public needs to be more informed about some of the issues that I raise.

I hope I may provide ideas for study, research and public debate, which is $\mbox{\it my}$ intention.

CC:

Councilman Felipe Fuentes - felipe.fuentes@lacity.org

Supervisor Mike Antonovich - fifthdistrict@lacbos.org

Supervisor Zev Yaroslavsky - zev@bos.lacounty.gov

Mayor Garcetti - mayor.garcetti@lacity.org

Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov

Assemblymember Scott Wilk Assemblymember.Wilk@outreach.assembly.ca.gov

Governor Brown

Howard Jarvis Tax Payers Association

Rick Orlov, Journalist, LA Daily News (for research of my topics)

Reason Magazine, News Tips

Howard Blume, LA Times Reporter

Shadow Hills Property Owners Association

William Eike, SHPOA Land Use Chairman

Maria Mejia, Environmental Attorney

Dean Walraff, Environmental Attorney

Rachel Kesting, SCA Regional Information Dir, HSR Authority

Equestrian Trails Corral (Club) #20

EIR/EIS Comment : Yes



Submission I402 (Carol Locus, September 12, 2014) - Continued

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1403 (Jay Loden, August 28, 2014)

Palmdale - Burbank - RECORD #333 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Jay Last Name: Loden

Professional Title: **Business/Organization:**

Address: 26860 Canyon End Road

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387

Telephone:

Email: jmloden@ca.rr.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues : August 26, 2014 Jeff Morales

Chief Executive Officer California High - Speed Rail Authority

770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14

northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as

planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings

. The proposal has already triggered disclosure on real estate transactions which

is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a

way to reset the discussion and stop the disruption of the real estate markets in those

communities. I believe if the Authority was to do that, a more meaningful and promising debate

could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel - oriented alternative between the Palmdale station and the

Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community - intrusive route between the Antelope Valley and

the San Fernando Valley.

Submission I403 (Jay Loden, August 28, 2014) - Continued

The hope of our community depends on it.

Sincerely, Jay Loden 26860 Canyon End rd. Canyon country, Ca. 91387

Cc: CHSRA Chairman, Dan Richard

EIR/EIS Comment:

Need PI response : Yes- Standard Response General Viewpoint on Project : Do not prefer SR 14

Form Letter :

Submission 1404 (Susan Loden, August 28, 2014)

Palmdale - Burbank - RECORD #541 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/28/2014 Individual Affiliation Type: Interest As: Individual Submission Method: Project Email First Name: Susan Last Name: Loden

Professional Title:

Business/Organization:

Address: 26860 Canyon End Rd

Apt./Suite No.:

City: Canyon Country

State: CA Zip Code: 91387

Telephone:

Email: Onlinepurchases@ca.rr.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: August 28, 2014

Mr. Mark A. McLoughlin

I'm writing in opposition to the proposed High-Speed Rail route along the 14

northern Los Angeles County.

Allow me to impress upon you the following points:

- A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together
- B. Of the two alignments being considered through SCV, the tunnel extension alignment is causes less environmental and community damage than the above ground alignment.
- C. We definitely oppose the above ground alignment:
- 1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom

- 2. Eliminates a community church
 3. Eliminates houses and negatively impacts neighborhoods
- 3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita
- 4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita
- 5. Eliminates a job center approved for our community

Submission I404 (Susan Loden, August 28, 2014) - Continued

Thank you for your consideration.

Sincerely,

Susan B. Loden

26860 Canyon End rd.

Canyon country, Ca. 91387

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1405 (Jay Loden, August 28, 2014)

Palmdale - Burbank - RECORD #542 DETAIL

Status :PendingRecord Date :9/3/2014Response Requested :NoSubmission Date :8/28/2014Affiliation Type :IndividualInterest As :IndividualSubmission Method :Project Email

First Name : Jay
Last Name : Loden

Professional Title :

Business/Organization:

Address: 26860 Canyon End Rd

Apt./Suite No.:

City: Canyon Country

 State :
 CA

 Zip Code :
 91387

Telephone :

Email: jmloden@ca.rr.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: August 26, 2014

Mr. Mark A. McLoughlin

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in

northern Los Angeles County.

Whatever one thinks of the project as a whole, this portion as

planned hurts our communities between Burbank and Palmdale.

The proposed route would negatively impacts schools, churches and

residential dwellings.

The proposal has already triggered disclosure on real estate transactions

vhich

is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a

way to reset the discussion and stop the disruption of the real estate markets in those

communities. I believe if the Authority was to do that, a more meaningful

Submission 1405 (Jay Loden, August 28, 2014) - Continued

and promising debate

could begin in those communities as to the merits of the project generally.

Please, instead pursue vigorously a tunnel - oriented alternative between the Palmdale station and the $\,$

Burbank station that would provide a more direct, faster, less costly, more

environmentally friendly and less community - intrusive route between the Antelope Valley and

the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Jay Loden

26860 Canyon End rd.

Canyon country, Ca. 91387

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1406 (Alan and Marjorie Lombardi, September 2, 2014)

15952 Whitewater Cyn Rd Canyon Country, CA 91387 August 30, 2014

Dear Mr. McLoughlin

We have lived in the Sand Canyon area of Santa Clarita for the past 30 years. We are very much concerned about the proposed above ground high speed rail going through the middle of our canyon. It will have a very negative affect for many residents and our community.

The train would be in very close proximity to two schools and would eliminate $\boldsymbol{\pi}$ community church. Many homes would be eliminated, and the train would have a negative affect on neighborhoods. The visual impact would not be desirable, and there would be excessive noise

Our preference for the alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley. This alignment would cause less distribution to neighborhoods and less environmental impact than the above ground rail.

We hope you will seriously consider our concerns. Thank you

Olam Margu Hereberdi Alan and Margie Lomburdi

Submission 1406 (Alan and Marjorie Lombardi, September 2, 2014)





Submission 1407 (Dee Long, August 31, 2014)

Palmdale - Burbank - RECORD #368 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: No Submission Date : 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Dee Last Name: Long

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Sunland State: CA Zip Code: 00000

Telephone:

Email: deelong77@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I live in Sunland and am very opposed to the alternative corridor route suggested for the bullet train through the Angeles Forest. Many of us live in this area so that we can visually enjoy the closeness of the mountains and physically enjoy the activities associated with the mountains like

hiking, biking and riding our horses.

We did not move into this area to have our quiet residential communities interrupted by train noise and vibrations several times each hour. Nor do we want our mountain wildlife to be forced to flee their homes.

What happened to the preferred cheaper route. I understand that the mountain route is ten times more costly with many more issues to natural resources, wildlife habitats and loss of many homes.

Keep the original plan and don't allow this disruption to our quiet

community!

EIR/EIS Comment: Yes

Need PI response: Yes- Standard Response General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission 1408 (Ralph and Maria Lopez, September 3, 2014)

Palmdale - Burbank - RECORD #694 DETAIL Status: Pending Record Date: 9/4/2014 Response Requested: Submission Date: 9/4/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Maria Last Name: Lopez Professional Title: **Business/Organization:** Address: Apt./Suite No.: City: CA State: Zip Code: 00000 Telephone: Email: rmplopez@sbcglobal.net Cell Phone: **Email Subscription:** Add to Mailing List: Stakeholder Comments/Issues: Mr Mark A. McLoughlin: >I am writing to you because we definitely oppose to the Palmdale to Burbank - Burbank to Los Angeles high speed rail project. Below are some points on why we oppose. A. The preferred alignment is direct from Burbank to Palmdale, bypassing the Santa Clarita Valley all together. It does not make sense. Many people travel to Burbank and Los Angeles. >B. Of the two alignments being considered through SCV, the tunnel extension alignment causes less environmental and community damage than the above ground alignment. >C. We definitely oppose the above ground alignment: >1. Too close to two schools putting over 1000 elementary school children in danger and the sound will negatively impact learning in the classroom,
>2. Eliminates a community church,
>3. Eliminates houses and negatively impacts neighborhoods, >3. Sound Impacts would be negative for all residents throughout the East end of Santa Clarita, >4. Visual impacts would be negative for all residents throughout the East end of Santa Clarita, >5. Eliminates a job center approved for our community. >Thank you for taking this into consideration. >Ralph and Maria Lopez



Yes

EIR/EIS Comment:

Submission I409 (Alison Lorch, August 14, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Alison Lorch	DATE: 14 AUG 14
MEETINGLOCATION: Lake VION TENTACE APPILIATION:	
ADDRESS: 18935 Longford St EMAILIA lisonlorch & 4	abor 10th 455-5210
CITY: Lake View Terrace STATES CA	ZIP: 9/31/2
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply) NOTE: This does not substitute for formal request to retailed legal notices.	PALMDALE TO BUILDANK BURBANK TO LOS ANGELES
Lake Vian Terrace and the surround scenic, rural, agricultural, i which are becoming more and my grade los Angeles. WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT CEVEL ENVIRONMENTAL DOCUMENT TO A	fre rare in
ADDITIONAL COMMENTS:	



Submission 1410 (Patricia & Christopher Love, August 22, 2014)

Palmdale - Burbank - RECORD #190 DETAIL

Status: Record Date: 8/23/2014 Response Requested: Submission Date: 8/22/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email

First Name: Patricia & Christopher

Last Name: Love

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: patriciacurranlove@mac.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: These are our concerns:

We live on upper Crown Valley Road in Acton, just below the upper HSR route. We have a well which may be impacted. The value of our property has already been lowered and remains low because of the possible train proximity and eminent domain.

The schools are also in a state of confusion as well because of the SR 14 route. Building a new high school seems foolish if that route is chosen, although the construction has started on the school.

We have seen towns become ghost towns because of "vital Government Projects" (greatest good for the greatest number possible as projected into the future and paid for by current tax payers who will not benefit)

There are many retired people with limited income and people who will have to do a short sale or just walk away from their property because the value is less than the amount owed. A few families will have no where to go. We are among them; we own our property, are retired, and have no family. There are others like us; many are just leaving.

We do not think HSR has any concern about our welfare. This project is already happening and the hearings are a meaningless formality. What

- Clear indication notice about which properties will be taken.
 Which wells will be affected and alternatives/assistance, if any, available

- 2. Which wells will be allected and alternatives/assistance, if any, available and how to apply
 3. Assistance, if any, in relocation
 4. Clear dates of notice and evacuation
 5. Effects on remaining town, restoration, population change
 6. Bypassing the town will obviously effect growth, existing businesses and prospective RealEstate buyers; what can we expect?
 7. What studies have been made which can guide our town to act effectively
- for its current population? Future population?

Sincerely,

Submission 1410 (Patricia & Christopher Love, August 22, 2014) - Continued

Christopher and Patricia love

Sent from my iPad Patricia Curran Love Patriciacurranlove@me.com www.patriciacurranlove.com

EIR/EIS Comment : Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1411 (David Lubow, August 29, 2014)

Palmdale - Burbank - RECORD #337 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: David Last Name: Lubow

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Santa Clarita

State: CA Zip Code: 00000

Telephone:

Email: davework55@gmail.com

Cell Phone:

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues : August 29, 2014 Jeff Morales

Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14

Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole,

this portion as planned hurts our communities between Burbank and Palmdale. The

proposed route would

negatively impacts schools, churches and residential dwellings. The proposal

has already

triggered disclosure on real estate transactions which is harming sellers. I also want to encourage the Authority to disavow completely the originally

planned route as a

way to reset the discussion and stop the disruption of the real estate markets

in those

communities. I believe if the Authority was to do that, a more meaningful and

promising debate

could begin in those communities as to the merits of the project generally. Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station

and the Burbank station that would provide a more direct, faster, less costly, more

environmentally friendly and less community-intrusive route between the

Antelope Valley and

the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

David Lubow Santa Clarita resident.

Cc: CHSRA Chairman, Dan Richard



Submission I411 (David Lubow, August 29, 2014) - Continued

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Do not prefer SR 14

Form Letter :

Submission I412 (Rochel Z. Lupier, August 11, 2014)

CALI ON WATING	h-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Rochel Z.	Lupier	DATE: 08/11/14
MEETING LOCATION: Acton Lit	PERS APPILIATION: F	esident Stallian Men
ADDRESS: 33/05 Santlage R	1 4135 EMAIL	PHONE
corr. Actor	STATE: CA	um 93.510
WOULD YOU LIKE TO BE ADDED TO OUR MAIL "NOTE. This does not substitute for firenal require to reco-	And the second s	PALMOALE TO BURBANK BURBANK TO LOS ANGELES
Stallien Herson ! Nolse impact on sole for resole; WHAT OTHER ISSUES WOULD VOULKE THE PRINCE A PLEASE ! SUCK as most of home & start in the and rate in the	s us projected for a sea of Actor what has been of Actor what has been of Actor of Angeles county es value of our ROJECT LEVEL ENVIRONMENTAL DOCUMENT TO AC for Sail e his visiting a area is ford over out of ca visat to live over lines or I've over lines or I've over	horas & ability horas & ability compressition eton - Seniors to dump a If or next e to the
The grality of in calif by to be unique.	has for more arguments of it is being the project. It is be a ning need to protect to protect to protect to protect the rich	calif used less & less all levels of

Submission 1413 (Shelly Lynch, August 29, 2014)

Palmdale - Burbank - RECORD #475 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Shelly Last Name: Lynch

Professional Title:

Business/Organization:

Address: 9922 Wheatland Ave.

Apt./Suite No.:

City: Shadow Hills

State: CA Zip Code: 91040 Telephone: 818 468-0823 Email: sarshel@aol.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am writing with strong objection to the proposed high speed rail through the Angeles National forest, Lake view Terrace and Shadow Hills.

I am a resident at 9922 Wheatland Avenue in Shadow Hills since 1985.

I think this proposal to be irresponsible, not well thought out and a huge threat to to many, many residents of the above mentioned area. Including myself.

The impact and destruction to this area would be insurmountable.

I do not oppose the idea of high speed rail transportation as long as the lines are built in areas of commerce and industry, not

residential and containing sensitive environment.

I have seen this area transform and modernize over the years and believe

most of this to be progress. The tireless efforts of

the SHPOA volunteers and residents have helped to ensure this area stays a

rural haven for those of us who love animals and

the natural environment. I strongly urge you to drop this idea of upending so many people and perhaps choose a route along the 5 and 14 freeways with

far less impact on so many people.

Sincerely, Shelly Lynch 9922 Wheatland Ave.

Shadow Hills, CA 91040 818 468-0823 sarshel@aol.com

EIR/EIS Comment:

Yes- Standard Response Need PI response : General Viewpoint on Project: Do not prefer Alternative Corridor

Form Letter:

Submission 1414 (Susan MacAdams, August 4, 2014)

Palmdale - Burbank - RECORD #8 DETAIL

Status: Pending Record Date: 8/4/2014 Response Requested: No Submission Date : 8/4/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Susan Last Name : MacAdams Professional Title: Transit Consultant

Business/Organization:

Address: 269 S. Beverly Drive, Unit 1187

Apt./Suite No.:

City: Beverly Hills

State: CA **Zip Code**: 90212

Telephone :

Email: susan.macadams@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: August 4, 2014

Susan MacAdams
Transit Consultant

269 S. Beverly Drive, Unit 1187

Beverly Hills, CA 90212

Mark A. McLoughlin

Director of Environmental Services
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532

Los Angeles, CA 90012

ATTN: Palmdale to Burbank Project Section

Dear Mr. McLoughlin;

The recent proposal from the California High Speed Rail Authority regarding the tunneling from Burbank to Palmdale overlooks a major deterrent from tunneling under the San Fernando corridor: the flood control channels. These channels are missing from the maps to be used for the public scoping meetings.

Submission 1414 (Susan MacAdams, August 4, 2014) - Continued

The San Fernando corridor has suffered from great flooding in years past.

http://www.kcet.org/socal/departures/columns/la-river/los-angeles-flood-of-1938-channelization.html

As a result, flood control channels were built. In the center of the schematic map, below, the Burbank Western Channel parallels the 5 Freeway.

The proposed HSR closely parallels these two systems to the south.

http://www.watershedhealth.org/Files/map/51_LACDPW%20and%20ACOE% 20Flood%20Control%20Channels.pdf

In the photograph, below, the bottom of the Burbank Western channel is about 25 feet below the road surface at Magnolia.

http://en.wikipedia.org/wiki/Burbank_Western_Channel

On the map, the proposed HSR route turns northwards and tunnels under the

Freeway and the Burbank Western Channel. The track alignment criteria prohibits sharp turns in the alignment which means the tunnel will go under the channel and the freeway in a wide curve at a diagonal angle. A very long curved diagonal angle. There will be many structural underpinning problems along the 5 Freeway, the major interstate trucking commerce connection between southern California and all points north.

In order to get a preliminary idea of the magnitude of the alignment problems, for estimating purposes, the outside diameter of the HSR tunnel boring machine is about 30 feet (or more) with the tracks about 5 feet above the bottom of the tunnel.

The top of the tunnel boring machine must be at least 10 feet below the bottom of the drainage channel, unless, at the intersection of the Burbank Channel and HSR alignment, the construction is cut and cover technique. That could save about 10 feet of additional depth required for tunneling under the channel. But this construction method is more expensive than tunneling and there is grave doubt the Army Corps of Engineers would ever allow such a proposal. What if there was another flood during the three years of construction and there was a long gaping hole at the bottom of the channel?

*Horizontal Analysis of HSR tunneling under the Burbank Western Channel: *

25 feet (depth of channel) + 10 feet (minimum distance between bottom of channel and top of tunnel boring machine) + 30 feet (diameter of tunnel boring machine) - 5 feet (bottom of tunnel to top of rail) = 60 feet below current roadway surfaces.

The HSR track must be at least 60 feet below the surface before it can cross under the Burbank Western Channel.

*Vertical analysis of HSR tunneling under the Burbank Western Channel: *

Submission 1414 (Susan MacAdams, August 4, 2014) - Continued

HSR design criteria limits the profile decent to 3%. For every 100 linear feet, the tracks may descend 3 feet. Therefore, to descend 60 feet, HSR needs 2000 linear feet of track, a distance of more than one third mile.

This 2000 foot portal/tunnel section runs parallel to the 5 Freeway before achieving a depth of sixty feet before it can turn northwards.

Where will this one third mile piece of infrastructure that parallels the 5 Freeway be located? Please discuss.

Please discuss and include in the estimate for underpinning the 5 Freeway. This is a very complex and expensive proposition and should be included as it could double or triple the amount of expense of tunneling under the freeway.

In addition, tunneling underneath the Los Angeles River basin network has always been a hazard. Like all other ancient river basins throughout Los Angeles County, there is a mixed face of debris: large boulders, soft sand and occasional deposits of tar and oil. Not good for tunnel boring machines. Not recommended.

Tunneling under the Los Angeles River was proposed in order to build the Orange Line Extension into East LA. When the Red Line Union Station platform was built, the stub outs for the Orange Line tunnels into East LA were constructed and can still been seen from the east end of the station platform. Extending the tunnels did not occur for a number of reasons with the mixed face geological conditions and oil deposits cited as one of the major factors. As your offices are nearby this site, it is recommended that you visit the Red Line Platform at Union Station and observe the tunnel stub-outs.

In recent years, HSR tunnels were proposed under the LA River in the vicinity of Union Station and dropped for the same geological reasons. There should be a record of these alignments in your offices.

Thank you for your attention to this matter.

Susan MacAdams

susan.macadams@gmail.com

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1415 (Susan MacAdams, August 20, 2014)

Palmdale - Burbank - RECORD #223 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/20/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Susan Last Name : MacAdams Professional Title: Transit Consultant

Business/Organization:

Address: 269 S. Beverly Drive

 Apt./Suite No.:
 Unit 1187

 City:
 Beverly Hills

 State:
 CA

Zip Code: 90212

Telephone :

Email: susan.macadams@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: August 20, 2014

Susan MacAdams
Transit Consultant

269 S. Beverly Drive, Unit 1187

Beverly Hills, CA 90212

Mark A. McLoughlin

Director of Environmental Services
California High-Speed Rail Authority
Southern California Regional Office
700 N Alameda, Room 3-532

Los Angeles, CA 90012

ATTN: Palmdale to Burbank Project Section, Burbank Station

Dear Mr. McLoughlin;

The recent proposals from the California High Speed Rail Authority (CAHSR) for the segment between Burbank to Palmdale shows a station at Burbank Airport.

Submission 1415 (Susan MacAdams, August 20, 2014) - Continued

The High Speed Rail (HSR) vehicles will be powered by overhead catenaries.

Placing catenary wires at the end of the runway will create an electromagnetic

interference with flight navigation equipment that FAA rules do not allow. The rules require the current HSR proposal be altered and the station built in a covered trench, which will increase the costs for the station construction ten-fold.

Airport runway and landing patterns are governed by rules established by the Federal Aviation Administration (FAA).

*"The prime objective of the FAA in conducting Obstruction Evaluation studies is to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft. **However, when conflicts arise concerning a structure being studied, the FAA emphasizes the need for conserving the navigable airspace for aircraft, preserving the integrity of the national airspace system, and protecting air navigation facilities from either electromagnetic or physical encroachments that would preclude normal operation." *

 $\label{lem:http://www.faa.gov/about/office_org/headquarters_offices/arc/programs/aosc/media/AOSC_DD_02b_Summary.pdf$

Twenty years ago, METRO's Green Line was designed to turn northwards from

the center of the 105 Freeway and drop down and travel northwards along along Aviation Boulevard to the Los Angeles International Airport (LAX). Eventually, The FAA denied the surface alignment along Aviation because of the electromagnetic interference caused by the catenaries. The tracks along Aviation would have to be built below grade and covered in a trench.

The profile of the Green Line could not descend from the aerial station to meet the sub-surface alignment due to the constraints of METRO's criteria. In addition, the expenditures for a trenched segment would increase the construction budget ten fold and that funding had not been allocated. The system was truncated.

The problems presented by the Green Line catenary at LAX and the HSR catenary at Burbank Airport are similar.

In a cross section, looking northwards, from left to right, these are the components at each location:

Green Line: end of airport runway, BNSF railroad, Aviation Boulevard, Green Line tracks

HSR at Burbank Airport: end of airport runway, San Fernando Road, Metrolink railroad, HSR station

During the design phase of the Green Line, several agencies (FAA, DOA, DOT.

Caltrans, METRO, LAX) met for five years to discuss the clearance problems of the catenaries at the end of the runway. Since the Burlington Northern traveled on the west side of Aviation, closer to the end of the runway, and

Submission 1415 (Susan MacAdams, August 20, 2014) - Continued

the Green Line would travel on the east side, further from the runway, it was believed that the alignment would be approved.

The catenaries met the FAA vertical clearances for runway take off and landing. But eventually the FAA would not accept the electromagnetic interference from the catenaries and would not allow the transit line to be constructed along Aviation Boulevard. Because of my position as the Track Design Manager for the Green Line, I attended several of the meetings. At the end of design, it was disheartening to pull the drawings from several contracts that provided the track details essential for connecting into the Airport.

Today, the proposed Crenshaw Line travels along Aviation, using the previous Green Line alignment, but the tracks and catenary will be buried in a covered trench to prevent electromagnetic interference.

"In the case of such a conflicting demand for the airspace by a proposed construction or alteration, the first consideration should be given to altering the proposal." FAA ruling

It will not be possible to put the High Speed Rail Station in a trench. The costs will increase ten fold over the proposed surface tracks.

At the CAHSR meeting on August 19, 2014, at Union Station, I discussed this matter with your environmental group leader Karl Fielding. Dan Weikel of the Los Angeles Times, whose speciality is airport safety, joined our conversation and confirmed he had contacted the FAA regarding the ruling and verified the situation as correct: electromagnetic interference would not be allowed at the end of the runway.

As the Federal Railroad Administration (FRA) has been augmenting the budget _

of CAHSR, their organization and the United States Congressional House Committee on Transportation are concerned with the lack of oversight on the project. Using the FRA's own terminology, this is a "show stopper" as the costs will far exceed the benefits.

Since Los Angeles METRO has experienced set backs with transit designs at the end of runways, it is recommended that the design for the High Speed Rail Station at Burbank Airport be deleted from the proposal as building a HSR station in a trench seems a dreary and bleak proposition.

Building an aerial station in downtown San Fernando City may be the best option.

Thank you for your attention to this matter.

Susan MacAdams

310-994-8407

susan.macadams@gmail.com

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

Submission I415 (Susan MacAdams, August 20, 2014) - Continued

General Viewpoint on Project :

Submission 1416 (Kent and Sandra Madsen, August 20, 2014)

Palmdale to Burbank Section CALIFORNIA High-Speed Rail Authority Scoping Comment Card MEETING LOCATION: ACTOM DATE: 8-20-14 AFFILIATION ADDRESS: 33381 SAUTT Dog Rd WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST! Checkell through STATEWIDE PALMOALE TO BURBANK "NOTE: This does not unbestreet his from it repress to receive legal moster. BURBANK TO LOS ANGELES FLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE FALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE. 1- Destruction of aquifers that provide water to my property. See attachment # 1 2- Destruction of value of our property. See attachment #1 3- Potential liquefaction due to vibration. See attachment #1 4-Effects on horse trails. 5- Effects on local Schools. Noise and vibrations.

ADDITIONAL COMMENTS:

1- General effects of the project - See attachment #2

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

YOU MAY ALSO SUBMIT IT VIA EMAIL TO: paimdain_burburbashsr.ca.gav.

ALL SEGPING COMMENTS FOR THIS PALMDALE TO RUBBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 23, 2014.

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS!

Submission 1416 (Kent and Sandra Madsen, August 20, 2014) - Continued

Comments on High Speed Rail Proposal - Attachment #1

1-Local effects

Effects of CHSR on our property.

We own 6 legal parcels above the Jones Canyon area in Acton. Our house is on one of the 10 acre parcels.

There are 2 other 10 acre parcels adjacent, and (2) 5 acre parcels, beautiful view sites, and one 2 ½ acre parcel.

We have a lot of the property with a significant investment in vineyard infrastructure. All of it would be worthless without the ground water.

We have 8 wells scattered over the property. All of them roughly drawing water from aquifers from 100 to 400 feet deep.

One of the alignments on your maps describes a tunnel beneath a part of our properties which would have to be about 200 or more feet deep. This would eliminate the aquifers.

It is unknown what the effects of vibration would have on the surrounding ground. Since this area is already established as being saturated with water (otherwise my wells would be dry) the vibrations from the trains could cause liquefaction of the soil and water surrounding the tunnel. Liquefaction from earthquakes is known to be a destructive factor to properties which rest on the unstable soil during earthquakes. Liquefaction is an unknown and is not being discussed.

If the alignment affecting us is chosen this project would make all of my property un-saleable as it is now. The vineyard would be a liability. Vines need water. Even if water were to be brought from County sources, it would be prohibitive expense-wise.

Property values are being trashed now as the threat of the train is being publicized. Realtors have to disclose the train to prospective buyers. Of course this will affect their value if the CHSR needs to acquire property through eminent domain. At that time how will property owners be properly compensated for property, when the property value has already been trashed by the threat of the trains. No legitimate appraiser can use what a property used to be worth as a guide, but they have to compare it to other like properties. Once the train route is accepted, all properties in Acton will have a significant loss of value. There will be no comparable properties that have not been negatively affected. This amounts to inverse condemnation.



Submission 1416 (Kent and Sandra Madsen, August 20, 2014) - Continued

2 - General Effects of the High Speed Rail on life in California. Attachment # 2

This project, when completed, at current estimates of eventual cost, is roughly at 100 billion and rising. No project of this type has ever been completed at anywhere near the early estimates.

California's infrastructure, (Highways, Water sources, etc.) is famous for being vastly inferior to adjoining states. Ask anyone travelling from an adjacent state. 100 billion would go a long way to making this state even remotely comparable to our neighbors. Yet this proposal is planning to spend all this money on a basically useless train for the vast majority of Californians. It will benefit a few, leaving the rest of California with a broken infrastructure.

The trains will accommodate a tiny fraction of our population. The vast majority of Californians would not find the locations sufficiently convenient to even consider the use of this rail line. But they will pay for it, and it's operations anyway. It is not possible, and it is not even being advertised as such, that ticket sales will pay for the operation of the trains. This means subsidies by taxpayers after the builders of the line take their profits and are gone. Taxpayers throughout California will all pay taxes to keep the trains running. It is doubtful that ticket sales that reflect actual costs could ever be less than an airline ticket, and likely would be way higher. That will demand taxpayers to pay to keep these trains running, rather than those who supposedly benefit from the train. If the ticket prices reflect actual operating costs, the tickets would be so high, there would be no riders.

I go to San Francisco only once every few years. Airplanes have been affordable, fast, and my favorite way to travel. This train would not ever interest me, even though I live in an area where it would be a possibility. I will continue to fly.

Nothing has been presented that addresses the safety of the train. It has not been described in the presentations how the trains will be protected from terrorist sabotage, as we are when we take the airlines.

Can passengers put luggage on the train which contain bombs, and then leave the train?

Are passengers subject to the same screening that airline flights go through?

Can terrorists cut through a fence in an isolated area and attach a device, made in a common machine shop, bolted to the track, which derails a train running into it? A train at 200 mph, if derailed, would make a powerful statement for even a small group of terrorists with little funding. No-one would likely survive it.

If the train requires the same screening processes as the airlines, there would be even less reason to use the train for travel. If the train does allow simple boarding, it will be a prime target for even a small terrorist group to make a big statement with little effort.

An airline is a much better way to travel.

Spend this money on making California's Infrastructure comfortable for all Californians, Not just for a tiny fraction of the population.



Submission 1416 (Kent and Sandra Madsen, August 20, 2014)



Submission 1417 (Mac Manfo, August 5, 2014)

CALIFORNIA High-	Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: MORE MORFO		DATE: 850014
MEETING LOCATION: Sont Clarta	AFFILIATION: S	tudent/College
ADDRESS: 29018 Copi Coxt	and the second s	00 Koda mand (66) 775-5906
envi Costale	STATES California	211. 91384
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Submission 1418 (Margie Mannos, August 29, 2014)

Palmdale - Burbank - RECORD #488 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Margie Last Name : Mannos

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone :

Email: margie@mancomacs.com

Cell Phone : Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Though in favor of high speed rails I am opposed to the train lines coming

through the Big Tujunga Wash and Shadow Hills. This type of project needs

to

go through commercial and industrial areas, not residential, sensitive, and unspoiled places. This city has already compromised on natural habitat too much, there's far too little nature left. I believe the environmental impact makes this a very, very poor idea. You need to come up with a better more feasible plan that will not destroy this rural and important area.

Sincerely, Marjorie Mannos

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: Support CAHSR Project, Do not prefer Alternative Corridor

Form Letter :

Submission 1419 (Terrin Mariner, August 26, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

Submission 1419 (Terrin Mariner, August 26, 2014) - Continued



Submission 1420 (Kathy Marquette, August 27, 2014)

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

Submission I421 (Christina Marquez, August 11, 2014)

	Palmdale to Burbank Section Scoping Comment Card
NAME Christina Mangres	DATE: 8/11/14
MEETING LOCATION: ACKEN AFFILIATION: H	ome owner
ADDRESS: 3756 Guapa Ave EMAIL SER CHRISTINGS	Sell PHONE 601-695
EITY: Alfor STATE: CAT	211-93510
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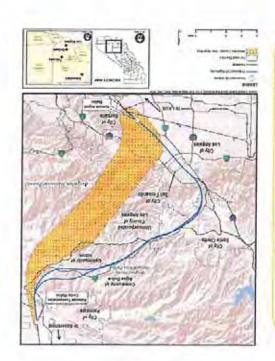


Submission I422 (Sharon Marshall, August 13, 2014)

CALIFORNIA High-Speed Rail Auth	Scoping Comment Card
Sharon Marshall	DATE: 8-12-14
MEETING LOCATION: Actor APPILIA	TION:
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Actor STATES CA	2101 93510
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what other issues would you like the project Level environmental DO We are all on will water of given the drought off of city	cument to ADDRESS! cannot wat house



Submission 1422 (Sharon Marshall, August 13, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



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Mark A. McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

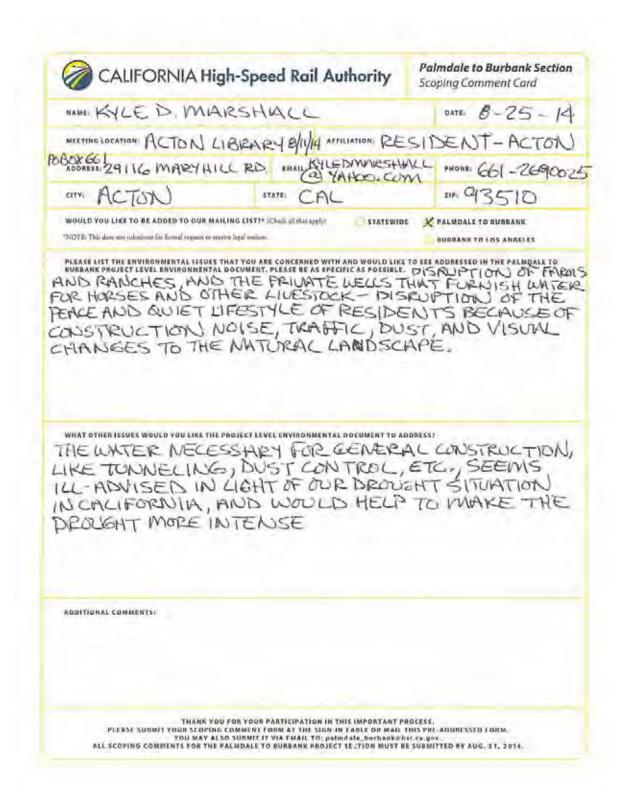
700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

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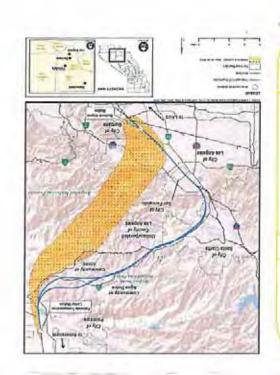
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Submission 1423 (Kyle Marshall, August 25, 2014)





Submission 1423 (Kyle Marshall, August 25, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA CA 913

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Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012885303

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Submission 1424 (Ronald & Sonya Martin, August 22, 2014)

Ronald & Sonya Martin 16506 Goodvale Rd. Canyon Country, CA 91387 August 16, 2014

Mr. Mark A. McLoughlin, Director of Environmental Services
ATTN: Proposed development of the Palmdale to Burbank High Speed Railway Project Section

California High-Speed Rall Authority Southern California Regional Office 700 N Alameda, Room 3-532 Los Angeles, CA 90012

Dear Sir.

I write in connection with the above planning application. My family and I have lived in Acton for 14 years and currently own 10 acres (directly on one of the proposed alignments), which we hope to build a house on soon. Currently, we live in Canyon Country near Sand Canyon Rd (also where the proposed high speed railway would be passing by). We have examined the plans for the proposed railway. After considering the impact and outcome we wish to strongly object to the development of an elevated high speed railway bisacting through our beloved town of Acton and city of Canyon Country.

We believe that an elevated high speed railway will not just change our town and city but destroy the very nature of them. Here are just some of the negative outcomes of the high speed railway:

- We will lose our property value.
- Problems posing development of school districts. The rail authority's preferred route nearly runs through Vasquez High School and will significantly affect the district's plans for a permanent high school site just south and east of the existing temporary campus.
- Noise up to 90 decibels, especially at tunnel entrances/exists
- Health problems associated with loud noise, expected every 5 to 6 minutes since two trains will run 220 mph twelve's times per hour.
- People will move away leading to loss of social network.
- . Loss of wildlife and habitat.
- Visual blight due to concrete viaducts and berms 100 to 120 feet wide at the base.
- Safety issues due to earthquake, derailment or fire.
- Loss of recreation, especially hiking and horseback riding, disrupted by sound (horses do not tolerate sudden loud sounds).
- . The money does not exist to build it

In cloaing, we understand that the train is going to run through some route. Because of this inevitability, we ask that you please follow the east side of the alternate corridor [new study erea]. That route would avoid most of Acton altogether and preserve at least some of the general area. Please consider the alternate corridor route, which will be the only and best option for the community.

Thank you

Ron Martin and Family



Submission 1425 (Ronald & Sonya Martin, August 23, 2014)

Ronald & Sonya Martin 16506 Goodvale Rd. Canyon Country, CA 91387

August 18, 2014

Mr. Mark A. McLeughlin, Director of Environmental Services
ATTN: Proposed development of the Palmdale to Burbank High Speed Railway Project Section

California High-Speed Rail Authority Southern California Regional Office 700 N Alameda, Room 3-532 Los Angeles, CA 90012

Dear Sir.

I write in connection with the above planning application. My family and I have lived in Acton for 14 years and currently own 10 acres (directly on one of the proposed alignments), which we hope to build a house on soon. Currently, we live in Canyon Country near Sand Canyon Rd (also where the proposed high speed railway would be passing by). We have examined the plans for the proposed railway. After considering the impact and outcome we wish to strongly object to the development of an elevated high speed railway bisecting through our beloved town of Acton and city of Canyon Country.

We believe that an elevated high speed railway will not just change our town and city but destroy the very nature of them. Here are just some of the negative outcomes of the high speed railway:

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- Problems posing development of school districts. The rail authority's preferred route nearly runs through Vasquez High School and will significantly affect the district's plans for a permanent high school site just south and east of the existing temporary campus.
- Noise up to 90 decibels, especially at tunnel entrances/exists
- Health problems associated with loud noise, expected every 5 to 6 minutes since two trains will run 220 mph twelve's times per hour.
- People will move away leading to loss of social network.
- . Loss of wildlife and habitat.
- . Visual blight due to concrete viaducts and berms 100 to 120 feet wide at the base
- + Safety issues due to earthquake, derailment or fire.
- Loss of recreation, especially hiking and horseback riding, disrupted by sound (horses do not tolerate sudden loud sounds).
- . The money does not exist to build it.

In closing, we understand that the train is going to run through some route. Because of this inevitability, we ask that you please follow the east side of the alternate corridor [new study area]. That route would avoid most of Acton altogether and preserve at least some of the general area. Please consider the alternate corridor route, which will be the only and best option for the community.

Thank you.

Ron Martin and Family

Submission 1425 (Ronald & Sonya Martin, August 23, 2014)





Submission 1426 (Gina Martin, September 12, 2014)

Palmdale - Burbank - RECORD #823 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: Nο Submission Date: 9/12/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name : Gina Last Name: Martin

Professional Title : Business/Organization :

Address: 11480 Ruggiero Avenue

Apt./Suite No.:

City: Lake View Terrace

 State :
 CA

 Zip Code :
 000000

Telephone :

Email: gmartin@nelsonhardiman.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes Stakeholder Comments/Issues:

Dear Mr. McLoughlin, Councilman Fuentes and Supervisor Antonovich,

I am writing to strongly oppose the Alternative Corridor route through the Angeles National Forest from Palmdale to Burbank. A route through the national forest, whether above ground, at grade or by tunnel underground, would have a substantial negative impact on natural resources and would destroy the natural environment of one of the last remaining undisturbed wildlife areas in the greater Los Angeles area. The Angeles National Forest is a habitat for many species of plants and animals, including some endangered species such as the Bell's Vireo bird, bighorn sheep and mountain yellow-legged frogs. It is a travel corridor for a wide variety of wildlife who make their homes in the forest which is otherwise untouched by human development.

The Proposition approved by voters requires that the route for the High Speed Rail follow existing transportation corridors, of which there are none through the Angeles National Forest. The original route along Interstate 14 and Interstate 5 already has established transportation systems and is better suited towards high speed rail. Furthermore, the Angeles National Forest has a significant number of blue line streams and natural springs. Tunneling through those streams could dewater our natural resources which we cannot afford to lose, especially given the current and ongoing drought conditions in Los Angeles.

The geology of the national forest and surrounding foothill areas is not conducive to tunneling for a project of this magnitude. The tunnels would cross several active earthquake faults and would pass through a known flood plain with soil that is subject to expansion and liquefaction. The area has experienced severe flooding in recent years which washed out bridges, cemeteries and brought large boulders and debris down the wash and into the foothill communities. It would be ill-advised to tunnel through an area with such known instability and the cost to ensure safe conditions given the instability would be cost prohibitive and a waste of taxpayer dollars.

Finally, the recreational value of the national forest and surrounding foothill

Submission 1426 (Gina Martin, September 12, 2014) - Continued

assets is significant and not to be overlooked. Almost 4 million people visit the area per year to enjoy hiking, biking, picnicking, fishing, horseback riding, wildlife observation, and other family recreational activities. The area is available at little or no cost to people of all economic and ethnic backgrounds and is one of the last remaining locations in Southern California where families can go and experience our native California environment and engage in healthy outdoor activities. To route a high speed train through this rich natural area that would cut-off or restrict access to Angelinos of all cultural backgrounds would be a downright crime. For this reason and all the above listed reasons, I strongly request and support that study of this alternative route be disposed of before further expense is incurred.

Thank you for your consideration.

Gina Martin Homeowner 11480 Ruggiero Ave. Lake View Terrace, CA

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Opposition to Alternative Corridor

Form Letter:

Submission 1427 (Tom Martin, September 12, 2014)

Palmdale - Burbank - RECORD #818 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: Nο Submission Date: 9/12/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Tom

Last Name : Martin

Professional Title : Business/Organization :

Address -

Address: 11480 Ruggiero Avenue

Apt./Suite No. :

City: Lake View Terrace

 State :
 CA

 Zip Code :
 000000

Telephone:

Email: tmartin@chemsil.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues: Dear Mr. McLoughlin, Councilman Fuentes and Supervisor Antonovich,

I am very much opposed to the HSR Alternative Corridor Palmdale to Burbank route. I am dismayed that at the urging of other politicians, you have decided to try and change the route to a "lower class non-voting Hispanic area". This statement was a quote from one of the people running the information meetings that have been going on over the past couple of months. I would urge Councilman Fuentes and Supervisor Antonovich to remember that the people in Lake View Terrace, Sunland, Tujunga and Shadow Hills, also know how to vote and that we are organizing to oppose this new alternative route. Your decision to support this route, if and when you finally make one, will determine who I vote for in the next election. I do not want this route even considered.

There are many reasons that I do not want this route considered (see below), but the most important one to me is that I do not want my home confiscated and then my taxes raised to pay for a more expensive route for a train that very few people will actually use. I am sure that the non-voting lower class Hispanics feel the same way. Please don't support this Alternative Route just because some middle and upper class white people in Santa Clarita and other cities along the interstate 5 route have your ear.

A route through the national forest, whether above ground, at grade or by tunnel underground, would have a substantial negative impact on natural resources and would destroy the natural environment of one of the last remaining undisturbed wildlife areas in the greater Los Angeles area. The Angeles National Forest is a habitat for many species of plants and animals, including some endangered species such as the Bell's Vireo bird, bighorn sheep and mountain yellow-legged frogs. It is a travel corridor for a wide variety of wildlife who make their homes in the forest which is otherwise untouched by human development.

The Proposition approved by voters requires that the route for the High Speed Rail follow existing transportation corridors, of which there are none through the Angeles National Forest. The original route along Interstate 14 and Interstate 5 already has established transportation systems and is better

Submission 1427 (Tom Martin, September 12, 2014) - Continued

suited towards high speed rail. Furthermore, the Angeles National Forest has a significant number of blue line streams and natural springs. Tunneling through those streams could dewater our natural resources which we cannot afford to lose, especially given the current and ongoing drought conditions in Los Angeles.

The geology of the national forest and surrounding foothill areas is not conducive to tunneling for a project of this magnitude. The tunnels would cross several active earthquake faults and would pass through a known flood plain with soil that is subject to expansion and liquefaction. The area has experienced severe flooding in recent years which washed out bridges, cemeteries and brought large boulders and debris down the wash and into the foothill communities. It would be ill-advised to tunnel through an area with such known instability and the cost to ensure safe conditions given the instability would be cost prohibitive and a waste of taxpayer dollars.

Finally, the recreational value of the national forest and surrounding foothill assets is significant and not to be overlooked. Almost 4 million people visit the area per year to enjoy hiking, biking, picnicking, fishing, horseback riding, wildlife observation, and other family recreational activities. The area is available at little or no cost to people of all economic and ethnic backgrounds and is one of the last remaining locations in Southern California where families can go and experience our native California environment and engage in healthy outdoor activities. To route a high speed train through this rich natural area that would cut-off or restrict access to Angelinos of all cultural backgrounds would be a downright crime. For this reason and all the above listed reasons, I strongly request and support that study of this alternative route be disposed of before further expense is incurred.

Thank you for your consideration.

Tom Martin Homeowner 11480 Ruggiero Ave. Lake View Terrace, CA

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Form Letter :

Submission 1428 (Marie Mason, August 11, 2014)

The second secon	12		DATE:	8/11/14
MEETING LOCATION: A CTON		AFFILIATION:		
		amasous 47600	600016 PHONE: 818 -	
CITY: Actor	STATE: C	a	zie: c	13510
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Submission 1429 (Larry Mason, August 29, 2014)

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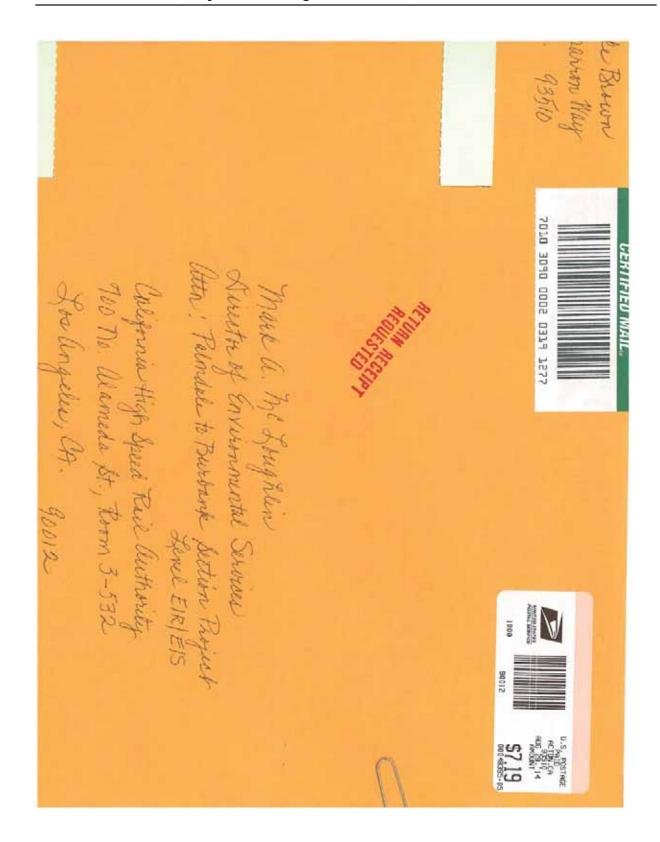
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THANK YOU POR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.

PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGN. IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.

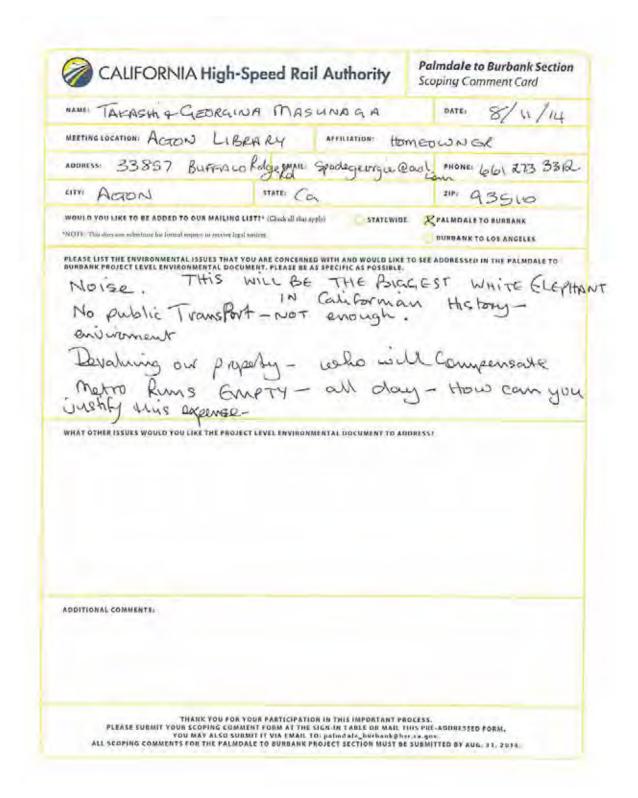
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: paimoale, burdenkebelle.ip.

Submission 1429 (Larry Mason, August 29, 2014)



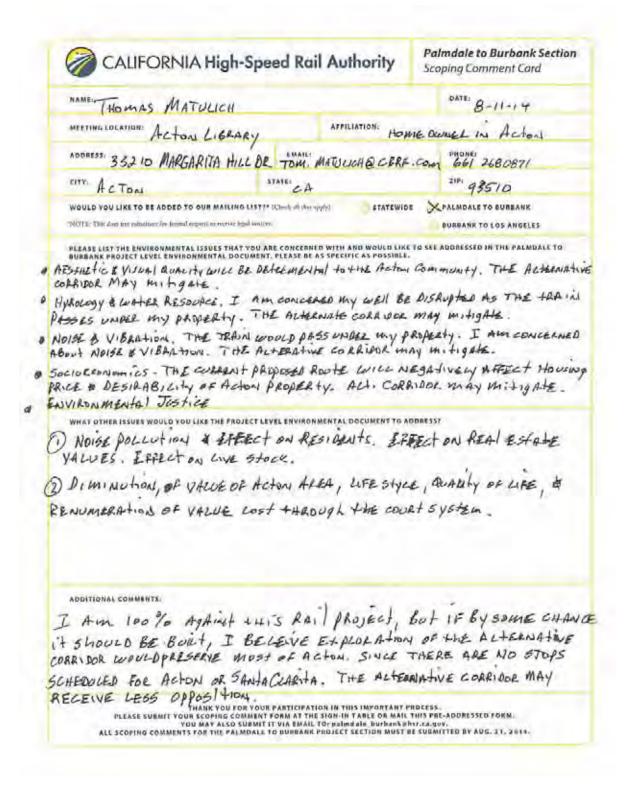


Submission 1430 (Takashi Masunaga, August 11, 2014)



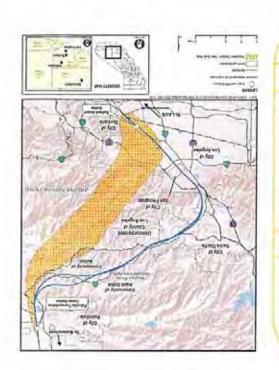


Submission I431 (Thomas Matulich, August 12, 2014)





Submission I431 (Thomas Matulich, August 12, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



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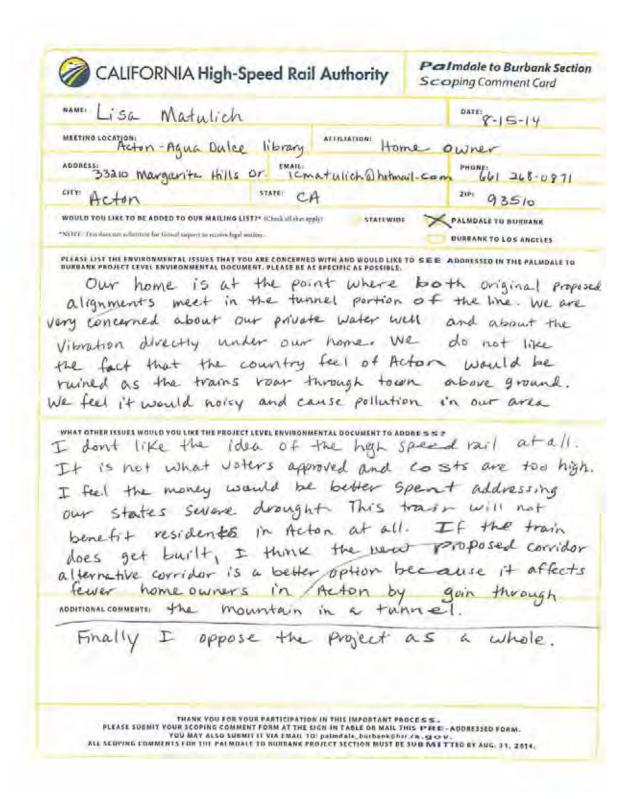
Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

90012335303

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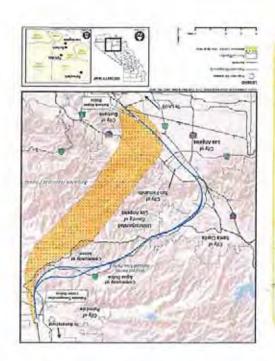


Submission 1432 (Lisa Matulich, August 15, 2014)





Submission 1432 (Lisa Matulich, August 15, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A., McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:





Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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Submission 1433 (Thomas and Lisa Matulich, September 8, 2014)

Palmdale - Burbank - RECORD #736 DETAIL

Status: Pending
Record Date: 9/8/2014
Response Requested: No
Submission Date: 9/8/2014
Affiliation Type: Individual
Interest As: Individual
Submission Method: Project Email

First Name : Lisa
Last Name : Matulich

Professional Title : Business/Organization :

Address: 33210 Margarita Hills Drive

Apt./Suite No. :

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: | lcmatulich@hotmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: Mark A. McLoughlin:We strongly object to the construction of the Palmdale to

Burbank section of the High Speed Rail. In fact, we strongly object to the entire project on so many levels. First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our community relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by drastically lowering property values. The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area. Noise pollution, electromagnetic interference and radiation also result in negative impacts to our environment. Also there is the possibility of instability due to the earthquake faults in the area. California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project? As long time residents of Acton, we wish to again voice our strong objection to this project. If the project does go ahead we believe using the alternative corridor through the mountains under the Angeles National Forest would be a better option as it would affect fewer people and preserve our water source and

Thomas and Lisa Matulich33210 Margarita Hills Dr Acton, CA 93510

EIR/EIS Comment: Yes

Submission 1434 (Vanessa May, August 20, 2014)

Palmdale - Burbank - RECORD #222 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: No Submission Date : 8/20/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Email First Name: Vanessa Last Name : May

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City: Lake View Terrace

State: CA **Zip Code**: 00000

Telephone:

Email: may.vanessa.d@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Greetings CA High-Speed Rail Authority,

President Obama may soon declare the San Gabriel Mountains a national monument. The request has been submitted by Pasadena Congresswoman

Judy Chu.

It is highly likely that the San Gabriel Mountains will be awarded this designation. Consequently, the proposed Alternative Corridor - New Study Area that tunnels through the San Gabriel Mountains in no longer prudent.

Please proceed with Proposed HSR Alignments as it make more fiscal and

common sense.

Respectfully,

Vanessa May

Lake View Terrace Resident

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : In Support of SR 14

Submission 1435 (Dianna Mayberry, August 29, 2014)

Palmdale to Burbank Section Scoping Comment Card

CALIFORNIA High-Speed Rail Authority

Dianna Mayberry
Meeting Location: Actor
1834 Fl Dorado Drive, Actor, CA 93510
cliannamingberry@mac.com
(661)269-9127

STATEWIDE

August 27, 2014
PALMDALE TO BURBANK
BURBANK TO LOS ANGELES

The environmental issues that I am concerned with and that I would like to see addressed in the Palmdale to Burbank project level environmental document are.

I have lived in Actor for the past 25 years. I grew up in Glendale, CA and know what it is like to live in the valley. I moved to Actor to get away from the chaos of the city with all the traffic, lights, people and the noise that comes along with city living. Having a high-speed train running through our town of Actor will completely after the beautifully serene area that we all know Actor to be.

The wildlife that lives in the area and surrounding areas will be pushed out of their natural environment. The quail, bobcats, roadrunners and the like will lose their breeding grounds and their natural habitat. Their habitat will now be a tunnel or a viaduct carrying a speeding train? How will the HSRA protect the natural surroundings of Acton and all the wildlife that flourishes here?

In Acton, we cherish the dark night sky. How much lighting is going to be needed to light the path of this high-speed train? Will those lights be on all night therefore lighting up the darkness that we've tried to preserve? How will the HSRA keep our night sky dark?

Here in Acton we also cherish the clean, clear air we are so blessed to breathe. How will the HSRA control the amount of dust that construction of this magnitude will bring? Valley Fever is a significant risk in construction zones such as these, especially in the desert. How will the HSRA protect us from all the small particles, bacteria, fungus and other dangerous airborne particles that we will be breathing? Those of us with allergies and asthma will suffer more from all of those particles. There is Serpentine rock in our area. That Serpentine rock can release asbestos. How will the HSRA keep asbestos from poisoning our air and ground, and water? Will the HSRA cover medical bills incurred due to illness because of the airborne pathogens?

Acton is a location rich with of history. Native American artifacts have been found locally. There are mines in our area that are in history books. The Pacific Crest Trail runs through Acton. How many yet to be found pieces of history will be destroyed, lost forever if a high-speed train is routed through Acton. How is the HSRA going to keep Acton from losing part of history?



Submission 1435 (Dianna Mayberry, August 29, 2014) - Continued

Palmdale to Burbank Section Scoping Comment Card

CALIFORNIA High-Speed Rail Authority

Dianna Mayberry
Meeting Location: Acton
1834 El Dorado Drive, Acton, CA 93510
Giannamayberry Emac.com
(661)269-9127

August 27, 2014
STATEWIDE PALMDALE TO BURBANK

PALMDALE TO BURBANK BURBANK TO LOS ANGELES

How will the HSRA preserve the natural brush and vegetation that belongs in Acton? How much of our view of our beloved surrounds will be blocked by elevated structures? Those structures made to carry a speeding train through our town of Acton. A high-speed train that will create noise and vibration that will constantly disrupt the peaceful atmosphere we have in Acton. The high-speed train route is predicted to have four or five round trip trains per hour. That will create vibrations throughout Acton all day. How will the HSRA compensate us for the damage to our homes due to the longterm vibrations caused by not only the high-speed train but also the ground vibrations from blasting and construction vehicles? When the high-speed train exits a tunnel there will be some sort of sonic boom. Four or five trains per hour, all day? Possibly having several tunnel exits throughout Acton, we will be hearing and feeling those sonic booms 10 times an hour? How will this not affect the residents and animals of Acton? How will the HSRA stifle those sonic booms so the nerves of Acton residents are not on constant edge? Many residents have horses in Acton. How will the HSRA assure that those horses are not constantly spooked? How will the HSRA assure the safety of the horse community? The HSRA needs to study and monitor the impact on the health of the people and animals exposed to constant vibrations and noises.

This high-speed train will generate electromagnetic waves. How much danger are we in by being exposed to electromagnetic radiation? Can exposure cause cancer? How will the HSRA keep us from experiencing the fatigue, headaches and anxiety known to be caused by electromagnetic radiation exposure? What studies has the HSRA done on long-term effects of electromagnetic radiation? Will the HSRA cover medical expenses caused by electromagnetic radiation exposure? How will electromagnetic waves affect our cell phone and internet connection? How will the HSRA make sure our connections will be uninterrupted?

We own a home located in the new proposed route. "The Slug" covers a wide section and our neighborhood is in the middle. HSRA has not drawn a line indicating where the high-speed train route will be in The Slug. How can we prepare without knowing where that line will be? When will the HSRA determine the route? Where will the staging areas be?

The loss of property value of our home that we have lived in for 20 years could be massive. What kind of compensation will we receive from the HSRA? Will properties be divided making us unable to self if we chose? Besides, who will want to live by and near when there's a speeding train jetting through your town several times an hour?



Submission 1435 (Dianna Mayberry, August 29, 2014) - Continued

Palmdale to Burbank Section Scoping Comment Card

CALIFORNIA High -Speed Rail Authority

Dianna Mayberry.
Meeting Location: Acton
1834 El Dorado Drive, Acton, CA 93510
diannamayberry@mac.com
(661)269-9127

STATEWIDE

August 27, 2014
PALMDALE TO BURBANK
BURBANK TO LOS ANGELES

I both live and work in the path of "The Slug". The equipment used in the construction will greatly increase diesel fumes and carbon monoxide emissions. How will the HSRA handle potential exposure? Road closures during and after construction will create extra driving for all of us. How long will the HSRA keep the roads closed? Will my two-mile drive to work now be increased forever? In the event of an emergency, will the police and/or fire department be able to get to those in the emergency? How long will emergency services be delayed due to those road closures?

I've lived in southern California all of my life, I lived in Glendale during the 1971 earthquake when I was a child and in Acton during the 1994 earthquake having two small children of my own. I saw what could happen. Acton is on a fault line. How are we assured of public safety? Will the viaducts and tunnels collapse during a big earthquake? If you're tunneling under my house, will our house be swallowed up in that tunnel if we experience an earthquake? How will the HSRA ensure public safety in the event of a large earthquake during construction?

Our natural resources, water from the Santa Clara River runs at the bottom of our street just down from Blum Ranch. Having a high-speed train running through this area will greatly affect the creeks and the river. The amount of water needed for a construction project of this size is incredible. Probably millions of gallons. California is in the biggest drought ever. How will the HSRA justify using our water in that way? How will the HSRA assure that they will not deplete our aquifers?

The effects of a high-speed train and the repercussions that come with it are all too massive to fully understand. How many people will be utilizing this high-speed train service? Who is going to be able to afford it? What studies have been done on the potential usage of the high-speed train? The HSRA should supply the public with all of this information in the environmental document.

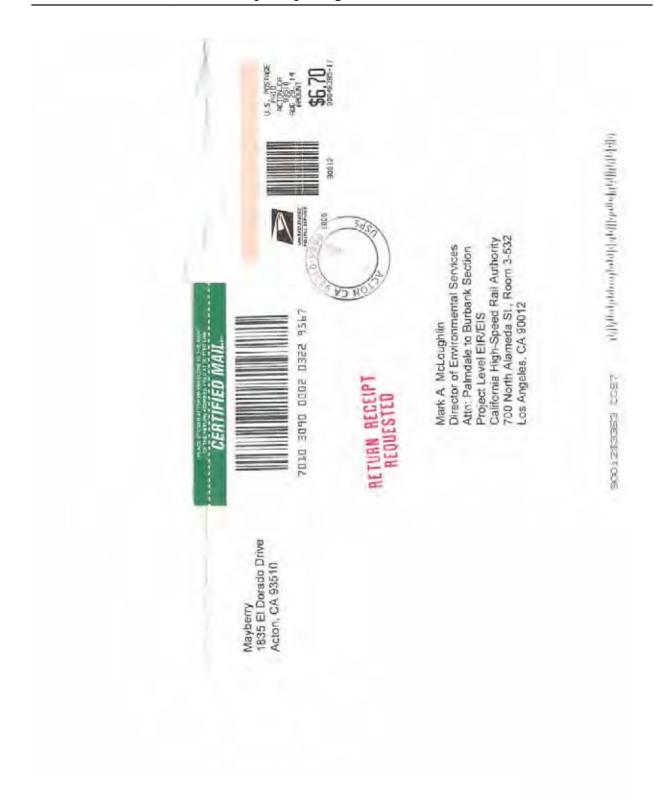
There must be another route for this high-speed train that does not affect so many people and their health and welfare. I understand that if the Palmdale station was relocated less than one mile to the east, that the route could bypass Actor completely. The HSRA needs to do whatever it takes to keep this high-speed train from destroying our community of Actor. Keeping it out of Actor is the only way.

Sincerely,

Dianna Mayberry and Family, 25-year residents.



Submission 1435 (Dianna Mayberry, August 29, 2014)





Submission 1436 (Raphael Mazor, August 1, 2014)

Palmdale - Burbank - RECORD #6 DETAIL

Status: Pending Record Date: 8/1/2014 Response Requested: Nο Submission Date: 8/1/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Raphael Last Name: Mazor

Professional Title : Business/Organization :

Address : Apt./Suite No. :

 City:
 Long Beach

 State:
 CA

 Zip Code:
 00000

Telephone :

Email: rdm24@care2.com

Cell Phone :

Email Subscription:

Add to Mailing List: No

Stakeholder Comments/Issues: I am concerned about costs and potential impacts of a proposed bullet train route under the San Gabriel mountains, and believe that routing the train along the 14 corridor is probably a far more sensible option

by nearly every measure.

The tunnel route may irreversibly damage pristine lands in the Angeles National Forest, Placerita Canyon State Park, and other natural areas, including the Magic Mountain Wilderness Area. This region contains the headwaters of the Santa Clara and Los Angeles Rivers, and such major earth-moving activities would have grave implications for these watersheds. Water quality would be imperiled, as would several protected species that depend on clean waterways in this area, such as the arroyo toad. And, of course, recreational resources may be affected as well: hundreds of miles of hiking trails in the area are enjoyed by thousands

At this time, I doubt that the tunnel route could be achieved at reasonable cost and with minimal impacts to critical natural and recreational resources. Unless further environmental review reveals that the tunnel route has a smaller environmental impact on these resources than the other routes, I urge you to adopt a route along existing transportation corridors.

Sincerely, Raphael Mazor Long Beach, CA

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2014 Scoping Report Appendix F.6: Letters From Individuals

Submission I436 (Raphael Mazor, August 1, 2014) - Continued

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Submission 1437 (Brenda McAlpine, September 15, 2014)

Palmdale - Burbank - RECORD #801 DETAIL

Status: Pending Record Date: 9/15/2014 Response Requested: No Submission Date : 9/15/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Brenda Last Name : McAlpine

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City: Sunland State: CA Zip Code: 00000

Telephone:

Email: BrendaMcAlpine@mindspring.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Dear Mr. McLouglin,

I'm writing today to ask you to oppose the alternate route being proposed for the high-speed rail. According to the legal analysis I've read, the alternate route (a.k.a. the "yellow banana") fails to meet the legal requirements of Prop. 1A. The yellow banana may also be an engineering impossibility, as it has many geologic obstacles and dangers. My neighbors and I in the Sunland-Tujunga/Shadow Hills/Lake View Terrace area are deeply opposed to this proposal.

Thank you for your time.

--Brenda McAlpine Sunland, CA

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project: In Support of Alternative Corridor

Form Letter :

Submission 1438 (Sean McCarthy, August 6, 2014)

CALIFORNIA High	h-Speed Ro	il Authority	Palmdale to Burbank Section Scoping Comment Card
NAME Soon MCCOTT	Tuy		DATE: 8/6/2014
MEETING LOCATION: Burbaut		AFFILIATION:	
ADDRESS: 51 ST Balbout	ZUY MAIL	1	PHONE:
on themo	STATE	CA	211: 9/3/6
WOULD YOU LIKE TO BE ADDED TO OUR MAIL!		PATRICIO (VICTORIO)	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
WHAT OTHER ISSUES WOULD YOU LIKE THE PH Spen Com 't get of What makes in Header cap to I	ROMETLEVEL ENVIRONDE TO SPOSSIB	end in les	ornessi of them 25 wold he the waters
ADDITIONAL COMMENTS: Why would I to that will not so a crest avoured?	abe a true	un to Sto	or Dabland on veed my can
. /			

Submission 1439 (Debra McConville, September 2, 2014)

Debra McConville 7908 Cora Street Sunland, CA 91040

August 29, 2014

Mark A. McLoughlin, Director of Environmental Services ATTN: PALMDALE TO BURBANK PROJECT SECTION California High Speed Rail Authority Southern California Regional Office 700 N. Alameda, Room 3-532 Los Angeles, CA 90012 palmdale_burbank@hsr.ca.gov

Re: PALMDALE TO BURBANK - OPPOSITION

Mr. McLoughlin:

I believe it is irresponsible for the HSR to put out such a vague and non-specific map that shows nearly 500 square miles potentially in the path of HSR and putting so many people under the cloud of HSR. Please be aware that Shadow Hills is in the eye of the storm for the HSR alternative line and I am **OPPOSED** to any of the lines coming through the Big Tujunga Wash and Shadow Hills.

The lines need to go through commercial and industrial areas, not residential or sensitive environmental areas. I also believe the myriad of environmental obstacles raises insurmountable costs and is completely infeasible.

Further, there are not just a few homes at risk. The entire community of Shadow Hills and surrounding communities are at risk. Our community remains one of the few "gems" remaining in the Los Angeles area, and the potential destructive to our unique environment is unconscionable.

I am convinced this project will have a negative impact on our property values, scenic highways, earthquake faults, federal waters and endangered species, eminent domain issues, noise and pollution, and the complete destruction of our community and equestrian lifestyle. The negative impact of the construction alone, is unfathomable.

Our area is already severely impacted by transit solutions such as trains, freeways and airports. I believe that the original Routes 14 and 5 alternatives are superior and far more appropriate.

Thank you for your time and consideration. Please support us in NOT allowing this project to run through our beautiful hills, streams, properties...our community, our HOME.

Debra McConville

cc: Councilman Felipe Fuentes - <u>felipe.fuentes@lacity.org</u> Supervisor Mike Antonovich - <u>fifthdistrict@lacbos.org</u> Supervisor Zev Yaroslavsky - <u>zev@bos.lacounty.gov</u>

Mayor Garcetti - mayor.garcetti@lacity.org

Assemblyman Bocanegra - raul.bocanegra@asm.ca.gov

Congressman Schiff - https://schiff.house.gov/email-congressman-schiff1

Assemblymember Scott Wilk - Assemblymember.Wilk@outreach.assembly.ca.gov

Submission 1440 (Patti McCormick, August 26, 2014)

Palmdale - Burbank - RECORD #636 DETAIL

Status: Pending Record Date: 9/3/2014

Response Requested:

Submission Date: 9/3/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email

First Name: Patti Last Name: McCormick

Professional Title: **Business/Organization:**

Address: Apt./Suite No.:

City:

State: CA Zip Code: 00000

Telephone:

Email: pattisporch@gmail.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues:

I am a Lake View Terrace resident and am expresing my opposition to the bullet train proposed route from Burbank to Palmdale that would severely impact the Hansen Dam area.

I am attaching a copy of the *Hansen Dam Basin and Environmental

prepared by the U.S. Army Corps of Engineers in September 2011. If you haven't already, I urge you to read this document which pertains to land under the jurisdiction of the U.S. Army Corps of Engineers. While I urge you to read the entire document, I would like to note three main points with some excerpts from the study:

Recreational use -

*Hansen Dam Basin provides a diverse array of recreation experiences, from "traditional" bat-and-ball active athletics, an aquatics facility with a zero depth entry pool, fishing amenities, a Universal Access Playground, multi-use trails, and a golf course. Additional amenities under construction include a youth campground, ranger station, and skate park. Projected visitation at the Basin through 2020 is estimated to remain stable at 2009 levels, in the most conservative projection, or grow at a rate equal to or exceeding the projected population increase of approximately 7%. This growth in visitation suggests additional demands for active athletic playing fields, and lower impact amenities such as trails and picnic areas in response to desires for more "green breathing space". *

*There is a critical shortage of open space within urbanized southern California. The goal is to provide quality recreation experiences including an accessible, safe and healthful environment, a diversity of recreation opportunities for a diverse cultural community, and maintain a harmonious balance between the natural resources of the Basin and the community's needs and desires.

Flood Risk Management -

*The primary constraint for land uses within the Basin is the periodic inundation of portions of the Basin for downstream flood risk management.

Areas within the Basin have been identified according to topographic analysis reflecting the level of flood inundation, and activities and structures that may occur within each area of the Basin. Table 4.3, based on CESPD R 1110-2-1, provides the acceptable uses of each inundation category, including appropriate structure constraints and appropriate recreational or other uses. The primary Project purpose is flood risk management. Flood risk management is the process of identifying, evaluating, selecting, implementing and monitoring actions to manage levels of flood risk. Land utilization for purposes other than flood risk management must be compatible and cannot compromise Project operations.

resource objectives for flood risk management apply to all land use classifications. * Wildlife and EcoSystem -

*Habitat connectivity is an important factor for the health of fish and wildlife populations. Movement of species within or between areas of suitable habitat can be limited by the presence of barriers, which may limit the overall habitat range available. *

*There are two types of barriers: a barrier that is impassable under any circumstances for a particular species and a filter barrier, which may be utilized by a species under some **circumstances. For example, most small ground-dwelling species such as amphibians, reptiles, and small mammals will not pass or are reluctant to pass over a busy roadway, retaining walls, a large area with no vegetation, fences, or other physical barriers or through filters, **and are therefore less mobile than other species. Fish barriers include low or no stream-flow, culverts, dams, concrete channels, felled trees* *and other natural and man-made obstacles. Large mammals and birds are less sensitive to barriers. *

*The Basin is located near the San Gabriel Mountains, an area of relatively high biological diversity and abundance. The Basin is connected to the San Gabriel Mountains via the Big and Little Tujunga Washes, which pass beneath

Interstate 210 and provide both an aquatic and terrestrial habitat corridor. Aquatic passage through this corridor is extremely limited due to normal low flows and the presence of the Dam. Terrestrial species are able to pass into the stream corridors from the Angeles National Forest and then into the Basin beneath Interstate 210. The Basin is not connected to any other significant natural habitats. Movement in or out of the Basin is restricted by the Dam embankment, surrounding urbanization, and roadways. As a result, maintaining open and unrestricted passage within the stream corridors for both aquatic and terrestrial species is necessary to maintain the Basin's ecological diversity. *

*Resource management is moving towards an integrated ecological approach.

as demonstrated by the changing guidance of the Federal government. In urbanized areas such as southern California, ecosystems and their various habitat communities have become severely restricted. With the surrounding environment so drastically altered, biodiversity (species richness) is reduced and landscape linkages are broken. Conservation and restoration require a redefined planning process. A Corps Master Plan must reflect the most current advances in restoration ecology and wildlife management in the context of the Corps mission, regulations, and guidance. *

*Science recognizes the need for habitat connectivity so that wildlife not

*Science recognizes the need for habitat connectivity so that wildlife not only has the necessary space to roam, but also has genetic diversity to ensure that an "island effect" on species is not inadvertently created on remnant habitat lands. With species increasingly endangered or of special concern, objectives must consider habitat that is needed for species most at risk given current conditions at the Basin. Objectives must also anticipate changes that may alter this scenario in the future. Effective adaptive management techniques need to respond to current conditions as well as an unknown future. The following Resource Objectives are common to

all land use classifications and incorporate the principles of Flood Risk Management, Safety and Security, Environmental Quality and Character, Connectivity, and Community Involvement.*

The guiding principles in preparation of this document are *Community input with Corps' guidance was utilized to identify guiding principles for the management of the Basin. These include: *
*Ensure that all uses within the Basin are consistent with the flood risk management operations; '

*Protect and restore ecosystem function; *

*Ensure that a variety of recreational opportunities are provided for public use; Stakeholders recognize their environmental responsibility and preservation of cultural and historical resources; and *
*Management of the Basin lands and activities should integrate sustainable

practices.

This document alone outlines numerous reasons that you should oppose and not approve the proposed route of the Bullet Train through the Hansen Dam area. It is a recreational use area which every governmental study, area. It is a recreational use area which every governmental study, including those done by city, county and state government, deems an important need for the citizenry. It is also a wildlife habitat. More importantly, it is a flood basin with flood risk concerns. Should this proposed route encroach on federally-owned land under the jurisdiction of the U.S. Army Corps of Engineers, it would not be consistent with their regulations governing land use. And the area in question is a lower socio-economic area with a high minority population, which can give the impression that you are exploiting those populations for the benefit of more affluent white populations. more affluent, white populations.

I strongly urge you not to approve the proposed route (or alternative route) of the Burbank to Palmdale Bullet train. Sincerely, Patti McCormick

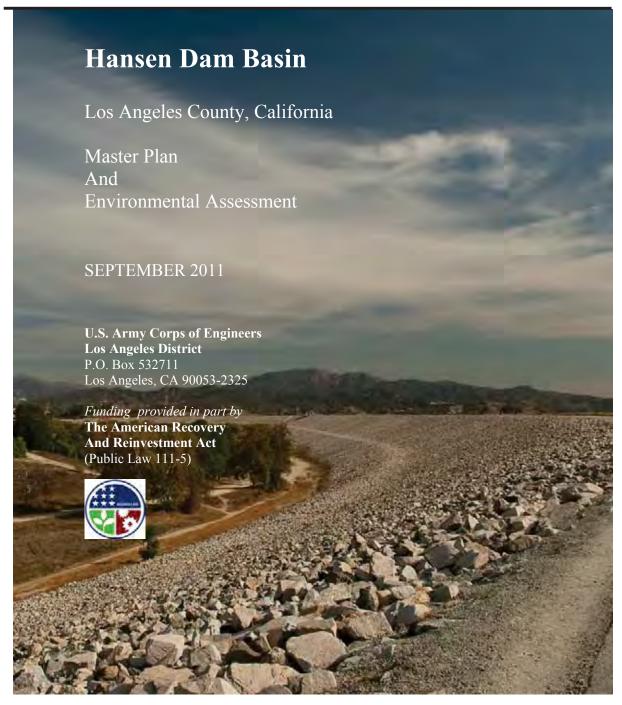
Lake View Terrace resident

EIR/EIS Comment:

Attachments: hansen_masterplan2011.pdf (4 mb)

Submission 1440 (Patti McCormick, August 26, 2014)







Hansen Dam Basin

Los Angeles County, California

Master Plan and Environmental Assessment

SEPTEMBER 2011

U.S. Army Corps of Engineers Los Angeles District P.O. Box 532711 Los Angeles, CA 90053-2325

Funding provided in part by The American Recovery and Reinvestment Act (Public Law 111-5)





Hansen Dam Basin Master Plan and Environmental Assessment

EXECUTIVE SUMMARY

This Master Plan and Draft Environmental Assessment for Hansen Dam Basin is an update to the 1991 Final Hansen Dam Master Plan and Environmental Impact Statement. The Federal project, Hansen Dam Flood Control Project, (Dam or Project) refers to the structures, amenities, and lands necessary for operation of the Dam. The Hansen Dam Basin (Basin) refers to the lands acquired for the construction, operation and maintenance of the Project. A U.S. Army Corps of Engineers (Corps) Master Plan for an authorized civil works project is a conceptual project-specific document. It describes the existing resources in the Basin and provides a guide for Corps land management responsibilities and decisions in regard to Project lands, water, and associated resources. The Master Plan provides direction and guidance for land development and utilization in the Basin pursuant to applicable Federal laws, regulations, and policies.

Since the 1991 Master Plan, the land and resource uses within the Basin have changed significantly. Recreation amenities proposed in the 1991 Master Plan such as a 15-acre swimming lake with associated amenities such as picnic areas and restaurant were never built. A 1.5-acre swim lake as part of the Aquatic Center was constructed instead. The updated Master Plan reflects the described changes to the Basin and applicable Federal laws, regulations, policy, and guidance that have been amended or changed since the 1991 Master Plan.

This Master Plan and associated Environmental Assessment (EA) trace the history and development of the Basin and provides the baseline condition of existing resources and amenities. Four community workshops were held during the preparation of this Master Plan to: (1) provide information to the public about the Corps' master planning process; (2) identify the public's needs, desires, and concerns regarding current and future use of the Basin, and (3) gain feedback on existing and proposed changes to the existing land use classifications in the Basin.

Meetings were held with the City of Los Angeles (City), who leases a significant portion of the Basin from the Corps for recreational purposes. The City provided to the Corps information pertaining to current operations and maintenance, future plans, and current and future needs and goals. Visitation data was also provided by the City. Taken together and in light of an integrated ecological approach to land management, the Corps identified resource objectives for land uses as well as each land use classification in the Basin. Resource objectives shape Corps decisions that pertain to future development and activities.

The Basin is classified according to land use classifications, which are dictated by Corps policies and guidance. The Master Plan recommends land at the Basin to be classified into seven land use classifications: (1) Project Operations; (2) Recreation; (3) Environmentally Sensitive; (4) Multiple Resource Management – Recreation – Low Density; (5) Multiple Resource Management – Vegetative Management; (6) Multiple Resource Management - Inactive and/or Future Recreation; and (7) Easement Lands. The Master Plan provides guidance for balancing flood risk management requirements, recreation opportunities, and preservation of natural resources for current and future generations.

Executive Summary ES-1

Hansen Dam Basin Master Plan and Environmental Assessment

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Hansen Dam Basin Master Plan and Environmental Assessment



10.1 Purpose of a Master Plan

The Hansen Dam Basin Master Plan is a guide for the orderly and coordinated use, development, and management of resources within the Basin. Water, land, and other natural and human resources were assessed and existing conditions documented. Corps guidance for the preparation of Master Plans states that Master Plans shall:

- Be developed and kept current for all Civil Works projects and other fee-owned and easement lands for which the Corps has administrative responsibility for management;
- Provide guidance for project development and use and for the responsible stewardship of project resources for the benefit of present and future generations; and
- Promote the protection, conservation, and enhancement of natural, cultural and man-made resources.

The primary goals of a Corps' Master Plan are to prescribe overall land and water management plans, resource objectives, and management concepts, which include:

- Providing the best possible combination of responses to regional needs, resource capabilities, land use suitability, and expressed public interest and desires consistent with authorized Project purposes;
- Contributing toward a high degree of recreation diversity within the region;
- Emphasizing the particular qualities, characteristics, and opportunities of the project; and
- Exhibiting consistency and compatibility with national objectives.

An Environmental Assessment (EA) was prepared in conjunction with this Master Plan update in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 USC 4321 et seq.), Council on Environmental Quality (CEQ) regulations published at 42 CFR part 1500, and Corps regulations published at 33 CFR part 230. The purpose of the EA is to provide sufficient information on the existing environmental conditions within the Basin and the potential environmental effects of the No-Action Alternative (continuation of the 1981 Master Plan) and the Proposed Action (the updated Master Plan) so that decision makers can determine the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). The EA is included as Appendix D.

10.2 Project Location

The Project is comprised of a Dam and lands that support the construction, operations and maintenance of the Dam. It is located in Los Angeles County at the confluence of the Big and Little Tujunga Washes along the northeastern edge of the San Fernando Valley (Map 1). The Basin area lies entirely in the City of Los Angeles (Map 2), and is approximately 17 miles northwest of downtown Los Angeles. Foothill Boulevard marks the northern extent, while Glenoaks Boulevard and Montague Street mark the southern boundary of the Basin. The Basin extends beyond Osborne Street to the west and follows Wentworth Street along the east extent.

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10.3 Authorized Project Purpose

<u>Flood Risk Management</u> Although the authorized Project purpose in the legislation for the Project was originally referred to as flood control, it is now referred to as flood risk management. The Project purpose is to provide flood risk management to the communities downstream of the Basin, and all other activities that may occur within the Basin must not impede or diminish the purpose of flood risk management.



Hansen Dam and Sports Fields

Hansen Dam was authorized pursuant to two acts of Congress. The Flood Control Act of (FCA) of 1936 (Public Law (P.L.) 74-738), provides for the construction of the Dam and related flood risk management works for the protection of metropolitan Los Angeles County, California. The second (P.L. 75-761), amended the 1936 Act by providing for the acquisition of land, easements, and right-of-way for flood risk management projects, channel improvements, and channel rectification. The Project is an important part of a comprehensive system for flood risk management in Los Angeles County known as the Los Angeles County Drainage Area (LACDA).

Recreation Section 4 of the FCA of 1944, (P.L. 78-534), as amended, authorizes the Corps to construct, maintain, and operate public park and recreation amenities at water resource development projects and to permit the construction, maintenance, and operation of such amenities." It authorizes the Corps to grant leases of lands, including structures or amenities that are suitable for public parks and recreation purposes to Federal, state, or local government agencies when such action is determined to be in the public interest. Since 1948, recreation amenities have been developed throughout the Basin by the City of Los Angeles Department of Recreation and Parks (City) in accordance with a lease agreement between the Corps and the City. Currently, no water is impounded behind the Dam for purposes of recreation and no releases are made downstream for recreation purposes.

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Water Conservation Although water conservation is not a Congressionally authorized purpose of the Dam, the water control plan has provisions to operate the Dam to increase water conservation by coordinating Dam releases with the Los Angeles County Department of Public Works (LACDPW) operation of downstream groundwater recharge basins. When the Dam water surface is at or below elevation 1010.5 feet (NGVD), releases may be reduced to match LACDPW and City of Los Angeles Department of Water and Power spreading grounds capacity to recharge water to groundwater. Water conservation operations may not compromise flood risk management. Water held temporarily for water conservation is released at a rate to ensure that the entire storage capacity of the Basin is available if needed for flood risk management operations.

10.4 Need for Updated Master Plan

Federal lands are to be managed in conformance with current Corps' regulations, policy and guidance. This Master Plan memorializes the Corps' assessment of land management needs, expressed public desires, and provides guidance for evaluation of specific developments, uses and activities. Its purpose is to provide land development and utilization guidance that balances the needs and desires of the public with legal, policy, and resource constraints.

Current Federal laws, regulations, and policies are responsive to increasing needs for environmental protection and conservation. Corps' policies recognize a greater need for environmental stewardship that includes conservation and protection of the Nation's natural resources. Consequently, the updated Master Plan reflects a more integrated ecological approach to land management.

The purpose of this Master Plan is to review existing land uses and resources within the Basin, describes the needs and desires of community stakeholders, prescribe land use classifications for the Basin and identify resource and land use objectives. The Master Plan is the Corps' guide for management of the Basin's natural resources.

10.5 History of the Basin

On 12 June 1915, Los Angeles County Flood Control District (LACFCD) was created to address flood risk management in Los Angeles County. The floods of 1914 placed a greater emphasis on the need for flood risk management although there was an awareness of the need prior to 1900. The LACFCD agency worked with the Corps' Los Angeles District on various minor flood risk management projects, but it was not until two decades later with the 1 January 1934 flood that major flood risk management projects were given serious consideration. The New Deal Relief and Public Works Program provided the financial vehicle for comprehensive construction programs.

In 1935 and 1936, the Corps and LACFCD became partners in a large Works Progress Administration contract to design a comprehensive flood risk management system for Los Angeles County including the San Gabriel and Los Angeles Rivers and their tributaries (Corps 1938). The severe storms and floods of February-March 1938 provided additional impetus for a comprehensive flood risk management program in southern California.

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1939 Flooding

The analysis of design, completed in 1939, established the location and design of the Dam and appurtenant flood risk management facilities. The Project was named after horse ranchers Homer and Marie Hansen, who established a ranch in the vicinity of the Dam in the 1800s. The Hansen's ranch was later acquired in 1939 to support construction and operation of the Dam. Construction of the Dam, spillway, and outlet works were completed in September of 1940 at a Federal first cost of over \$11,000,000.



Hansen Dam Aerial 9 September 1940



Hansen Dam Basin Master Plan and Environmental Assessment



Construction of the Dam

A preliminary report, dated 10 July 1946, outlined recreation possibilities at the Basin. The Basin was already popular for recreation attracting approximately 75,000 visitors annually. The California Department of Natural Resources, Division of Fish and Game voluntarily stocked fish in the water remaining in the borrow pits at the Basin. In April 1948, the City of Los Angeles (City) leased 1,450 acres within the Basin from the Corps for recreation purposes and began a phased program for overall development of the Basin. The initial recreation development at the Basin by the City started in 1952 with the development of Holiday Lake. Holiday Lake was created from the borrow pits for construction of the Dam. Holiday Lake was originally 130 acres, but by 1975 it was reduced to 80 acres of water surface due to sediment accumulation. By 1982 the lake was abandoned as a recreation facility and by 1983 the lake had reduced in size to approximately 30 acres. The 1991 Master Plan reported the lake was entirely filled in.



Holiday Lake Boat Race

Fishing at Holiday Lake

Hansen Dam Basin Master Plan and Environmental Assessment

10.6 Applicable Laws, Executive Orders, Regulations, and Policy Guidance

The following Federal laws, Executive Orders, and Corps regulations and guidance are pertinent to the Master Plan update.

Public Laws

The Flood Control Act of 1944, Section 4, as amended (16 USC Section 460d) authorizes the Corps to construct, maintain and operate public park and recreation amenities at water resource development projects; to construct of such amenities by local interest; to permit the maintenance and operation and maintenance of such amenities by local interest; and to grant leases for public park and recreation purposes on Federally-operated lands controlled by the Corps, including structure or amenities thereon. Preference for use is given to Federal, state, or local governmental agencies. The authority to issue licenses is included under this authorization and may be granted without monetary consideration.

The National Environmental Policy Act of 1969, as amended (42 USC 4321 et seq.) provides a framework for Federal agencies to minimize environmental damage and requires Federal agencies to evaluate the potential of environmental impacts of their proposed actions. Under NEPA, a Federal agency prepares an Environmental Assessment (EA) describing the environmental effects of any proposed action and alternatives to that action to determine if there are significant impacts requiring development of an Environmental Impact Statement (EIS) or if a Finding of No Significant Impact (FONSI) is appropriate. The EA must identify measures necessary to avoid or minimize adverse impacts, and all impacts must be reduced to a level below significance in order to rely upon a FONSI.

The Migratory Bird Treaty Act, as amended (16 USC 703-712) prohibits the taking or harming of any migratory bird, the living bird, any part of the bird, its eggs, or eggs without an appropriate Federal permit. This Act covers birds specifically listed therein or named in wildlife treaties between the United States and countries, including Great Britain, Mexican States, Japan and countries once part of the former Soviet Socialist Republics. Disturbance of the nest of a migratory bird requires a permit issued by the United States Fish and Wildlife Service (USFWS) pursuant to Title 50 of the Code of Federal Regulations.

The Fish and Wildlife Coordination Act of 1958 (16 USC 661-667e) requires that any agency impounding, diverting, channel deepening, controlling or otherwise modifying a stream or body of water for any purpose whatever, including navigation and drainage, consult with the United States, Fish and Wildlife Service. The Act is intended to give fish and wildlife conservation equal consideration with the purposes of water resource development projects.

The Federal Water Project Recreation Act of 1965, as amended (16 USC 460*l*-12 to 460*l*-21) requires that recreation and fish and wildlife enhancement be given full consideration in Federal water development projects. The Act authorizes the use of Federal water resource project funds for land acquisition in order to establish refuges for migratory waterfowl.

The Clean Water Act, as amended (33 USC 1251-1387), authorizes water quality programs; requires certification from the state water control agencies that a proposed water resource project is in compliance with established effluent limitations and water quality standards (Section 401); establishes conditions and permitting for discharges of pollutants under the national pollutant discharge elimination system (NPDES) (Section 402); and requires that any non-Corps entity acquire a permit from the Corps for any discharges of dredged materials into the waters of the United States, including wetlands (Section 4040). The Act also defines the conditions which must be met by Federal projects before they may make

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discharges into the waters of the United States. Under the Section 404(b)(1) guidelines, as published in 40 CFR 122.6, only the Least Environmentally Damaging Practicable Alternative should be recommended. The United States Environmental Protection Agency (EPA) has primary responsibility for implementing the programs designed to clean up waters of the United States.

The Clean Air Act, as amended (42 USC 7401-7671q), establishes Federal standards for seven toxic air pollutants. It also establishes attainment and maintenance of National Ambient Air Quality Standards (Title I), motor vehicles and reformulation (Title II), hazardous air pollutant (Title III), acid deposition (Title IV), operation permits (Title V), stratospheric ozone protection (Title VI), and enforcement (Title VII). Under Section 176(c) of the Clean Air Act Amendments of 1990, the Lead Agency is required to make a determination of whether the Proposed Actions "conform" to the State Implementation Plan (SIP). Conformity is defined in Section 176(c); compliance with the SIPs is for the purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. If the total direct and indirect emissions from a Proposed Action are below the General Conformity Rule "de minimus" emission thresholds, then a Proposed Action would be exempt from performing a comprehensive Air Quality Conformity Analysis, and would be in conformity with the SIP. In addition, the analysis must consider whether the emissions would be "regionally significant" before determining no comprehensive Air Quality Conformity Analysis is required.

The Endangered Species Act of 1973, as amended (16 USC 1531 et seq.), protects threatened and endangered species, as listed by the USFWS, from unauthorized take, and directs Federal agencies to ensure that their actions do not jeopardize the continued existence of such species. Section 7 of the Act defines Federal agency responsibilities for consultation with USFWS.

The Archaeological and Historic Preservation Act, as amended (16 USC 469), requires that Federal agencies consider the effect of their undertakings, including Federally-licensed activity or program, on historic American sites, buildings, objects, and antiquities of national significance when taking actions that include, but are not limited to, flooding, the building of access roads, relocation of railroads or highways, and other alterations of the terrain caused by the construction of a dam.

The National Historic Preservation Act of 1966, as amended (16 USC 470 et seq.), requires that Federal agencies consider the effect of their undertakings, including federally licensed activities or programs, on properties eligible for the National Register of Historic Places (NRHP).

The American with Disabilities Act of 1990, as amended, (42 USC 126 et seq.), prohibits public entities, defined as any state or local government, or division thereof, from excluding any individual with a disability from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity. A "qualified individual with a disability" is an individual with a disability who, with or without reasonable modifications to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity.

<u>Leases: Non-Excess Property of Military Departments and Defense Agencies, as amended, (10 USC 2667(a))</u>, authorizes the Corps to lease Federal land under its control to non-Federal entities when such use will promote the national defense or to be in the public interest. Lands considered for lease under this authority must not be necessary for public use and is not considered excess. This leasing authority typically applies to uses that are considered "non-recreation."

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<u>Easements for Rights of Way, as amended (10 USC 2688)</u>, authorizes the Corps to issue easements for rights-of-way over, in, and upon Federal land controlled by the Corps when such use will not be against the public interest.

Executive Orders

Executive Order (EO) 11514, Protection and Enhancement of Environmental Quality, amended by Executive Order 11991, Relating to Protection and Enhancement of Environmental Quality, mandates that the Federal government provide leadership in protecting and enhancing the quality of the nation's environment to sustain and enrich human life. Federal agencies must initiate measures needed to direct their policies, plans and programs so as to meet national environmental goals. CEQ regulations include procedures for early environmental impact statement (EIS) preparation and require impact statements to be concise, clear, and supported by evidence that agencies have made the necessary analyses.

Executive Order 11988, Floodplain Management, outlines the responsibilities of Federal agencies in the role of floodplain management. Federal agencies are required to evaluate the potential effects of actions on floodplains, and should avoid undertaking actions which directly or indirectly induce growth in the floodplain or adversely affect natural floodplain values. Construction of structures and amenities in floodplains must consider alternative approaches that avoid adverse effects and incorporate flood proofing and other accepted flood risk management measures. Agencies shall attach appropriate use restrictions to property proposed for lease, easement, right-of-way, or disposal to non-Federal public or private parties. This EO requires Federal agencies to provide leadership and take action to: (1) avoid development in the base (100-year) floodplain unless it is the only practicable alternative; (2) reduce the hazards and risk associated with floods; (3) minimize the impact of floods on human safety, health and welfare; and (4) restore and preserve the natural and beneficial values of the base floodplain.

Executive Order 11990, Protection of Wetlands, states that the Federal agencies shall take action to minimize destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agencies responsibilities. Each agency, to the extent permitted by law, shall avoid undertaking or providing assistance for new construction located in wetlands unless the head of the agency finds (1) that there is no practicable alternative to such construction, and (2) that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Federal agencies shall also provide opportunity for early public review of any plans or proposals for new construction in wetlands.

Executive Order 12088, Federal Compliance with Pollution Control Standards, requires all Federal agencies to ensure that all necessary actions are taken for the prevention, control, and abatement of environmental pollution with respect to Federal amenities and activities under control of the agency.

Executive Order 12898, Environmental Justice in Minority Populations and Low-Income Populations, requires Federal agencies to identify and address disproportionately high and adverse impacts of Federal Actions, including Federal licensed actions, programs, policies, or activities, on minority or low income populations in the United States.

Executive Order 13112, Invasive Species, requires Federal agencies to expand and coordinate efforts to prevent the introduction of invasive species and to minimize the economic, ecological, and human health impacts that invasive species may cause.

Executive Order 13148, Greening the Government through Leadership in Environmental Management, mandates that environmental management considerations must be a fundamental and integral component of Federal Government policies, operations, planning, and management. The primary goal of this EO in

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the natural resources arena is for each agency to strive to promote the sustainable management of Federal facility lands through the implementation of cost-effective, environmentally sound landscaping practices, and programs to reduce adverse impacts to the natural environment.

Executive Order 13195, Trails For America in the 21st Century, requires that Federal agencies will, to the extent permitted by law and where practicable, and in cooperation with Tribes, States, local governments, and interested citizen groups, protect, connect, promote, and assist trails of all type, throughout the United States.

Corps' Guidance

The following paragraphs list Engineer Regulations (ER), Engineer Pamphlets (EP), and Engineer Manuals (EM) published by the Corps that are pertinent for planning, development, and management of the Basin. These Corps documents are cited with their initial publication date and updates using a system of changes to specific pages to incorporate modifications to the guidance resulting from new legislation or policy changes. The documents including changes are available in digital format at the publications page on the Corps' Headquarters website: http://140.194.76.129/publications/.

- Regulations Engineer regulations (ER) establishes topic-specific procedural practices that must be followed at Corps District levels.
- Pamphlets Engineer pamphlets (EP) provide clarification guidance and/or detailed implementation guidance in support of Federal laws and regulations.
- Manuals Engineer manuals (EM) are documents which provide comprehensive planning and design guidance for a wide range of technical and functional activities.

Engineering Regulations

ER 200-1-5, Policy for Implementation and Integrated Application of the U.S. Army Corps of Engineers Environmental Operating Procedures (EOP) and Doctrine, 30 Oct 2003, provides specific policy and guidance for implementation and the integrated application of the Corps' EOP and associated doctrine across the full spectrum of Corps' program management initiatives and business processes.

ER 200-2-2, Environmental Quality: Policy and Procedures of Implementing NEPA, 04 Mar 1988, (33 CFR part 230), provides policy and procedural guidance to supplement the Council of Environmental Quality's final regulations implementing the procedural provisions of the NEPA for the Civil Works Program of the Corps.

ER 200-2-3, Environmental Compliance Policies, 29 Oct 2010, provides the policy for the management of environmental compliance-related operations and maintenance activities for the U.S. Army Corps of Engineers Civil Works Projects.

ER 405-1-12, Real Estate Handbook, 20 Nov 1985, provides guidance on real estate requirements and procedures, including guidance on appraisals, acquisitions, relocation assistance, homeowners' assistance, real estate claims, audits, and recording and reporting.

ER 1105-2-100, Planning Guidance Notebook, 22 Apr 2000 (original); 30 Jun 2004 (Appendix D - Amendment 1); 31 Jan 2007 (Appendix F - Amendment 2); 30 Jun 2004 (Appendix G - Amendment 1); 20 Nov 2007 (Appendix H - Amendment 1), provides overall direction by which the Corps Civil Works

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projects are formulated, evaluated and selected for implementation. It contains a description of the Corps planning process, Corps missions and programs, specific policies applicable to each mission and program, and analytical requirements.

ER 1110-2-240, Water Control Management, 08 Oct 1982; 30 Apr 1987 (change 1); 01 Mar 1994 (change 2), prescribes policies and procedures to be followed by the Corps in carrying out water control management activities, including the establishment of water control plans for Corps and non-Corps projects, as required by Federal laws and directives.

ER 1110-2-400, Design of Recreation Sites, Area and Facilities, 31 May 1988, establishes policy, and guidance for the design of recreation sites, areas, and facilities.

ER 1130-2-530, Flood Control Operations and Maintenance Policies, 30 Oct 1996, establishes the policy for the operation and maintenance (O&M) of Corps flood risk management and related structures at civil works water resource projects and of Corps-built flood risk management projects operated and maintained by non-Federal sponsors.

ER 1130-2-540, Environmental Stewardship Operations and Maintenance Guidance Procedures, 15 Nov 1996 (Original); 04 Nov 2002 (change 1); 31 Jul 2005 (change 2); 11 Aug 2008 (change 3), establishes land management policy for Corps-administered project lands and water, based on various authorizing legislation and the principles of good environmental stewardship. Environmental stewardship includes both passive and proactive management to sustain healthy ecosystems and biodiversity, and conserve natural resources, such that Corps lands and waters are left in a condition equal to or better than their condition when acquired, and such that those natural and cultural resources are available to serve the needs of present and future generations. Management plans will be prepared for all Corps administered lands and waters.

ER 1130-2-550, Recreation Operations and Maintenance Policies, 15 Nov 1996 (Original); 01 Oct 1999 (change 1); 01 Mar 2002 (change 2); 15 Aug 2002 (change 3); 30 Aug 2008 (change 4); 30 Mar 2009 (change 5), establishes the policy for management of recreation programs and activities, and for the operation and maintenance of U.S. Army Corps of Engineers recreation amenities and related structures, at civil works water resource projects.

ER 1165-2-26, Implementation of Executive Order 11988 on Floodplain Management, 30 Mar 1984, sets forth general policy and guidance for Corps implementation of Executive Order 11988, Floodplain Management, as it pertains to planning, design, and construction of Civil Works projects, to activities under the operation and maintenance program, and to the real estate program of the Corps. The policy of the Corps with respect to floodplain management is to formulate projects which, to the extent possible, avoid or minimize adverse impacts associated with use of the base (100-year) floodplain and avoid inducing development in the base floodplain unless there is no practicable alternative. The decision on whether a practicable alternative exists will be based on weighing the advantages and disadvantages of floodplain sites and non-floodplain sites. Factors to be taken into consideration include, but are not limited to, conservation, economics, esthetics, natural and beneficial values served by floodplains, impact of floods on human safety, location advantage, the functional need for locating the development in the floodplain, historic values, fish and wildlife habitat values, endangered and threatened species, Federal and State designations of wild and scenic rivers, refuges, etc. and, in general, the needs and welfare of the people. The test of practicability will apply to both the proposed Corps action and to any induced development likely to be caused by the action. Identification and evaluation of practicable alternatives shall include consideration of alternative sites (carrying out the proposed action outside the floodplain); alternative actions (other means which accomplish the same purpose as the proposed action); and no action. When a determination is made that no practicable alternative to undertaking an action in the

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floodplain exists, it will be appropriately documented and the features or qualities of the floodplain that make it advantageous over alternative non-floodplain sites shall be described and adequately supported.

ER 1165-2-119, Modifications to Completed Projects, 20 Sep 1982, provides guidance on the use of available authorities, as compared to the need of new project authorizations, for study and accomplishment of modification to completed projects.

ER 1165-2-400, Recreational Planning, Development, and Management Policies, CH1, 09 Aug 1985, defines the objectives, philosophies, and basic policies for the planning, development and management of outdoor recreation and enhancement of fish and wildlife resources at Corps water resource development projects.

ER 1165-2-501, Civil Works Ecosystem Restoration Policy, 30 Sep 1999, provides policy on Corps involvement in ecosystem restoration and protection through Civil Works programs and activities.

Engineering Pamphlets

EP 310-1-6, Corporate Information: Graphic Standards Manual, 01 Sep 1994 (original); 01 Jun 2006 (change 1), establishes a unified approach regarding the use of Corps logotype and preparation of visual communications. The manual covers the use of the logo in business cards, signs, publications, forms, vehicles, and miscellaneous items.

EP 310-1-6a, 232 Sign Standards Manual, VOL 1, 01 Jun 2006, provides direction and guidance for signage, including planning, use, placement, materials, and maintenance, at Corps Civil Works water resource projects.

EP 310-1-6b, Sign Standards Manual, VOL 2, Appendices, 01 Jun 2006, provides guidance on procurement procedures, materials and specifications, sign maintenance procedures, typography reference, reference material, and reproduction materials for signage at Corps water resource projects.

EP 1130-2-540, Environmental Stewardship and Maintenance Guidance and Procedures, 15 Nov 1996 (original); 04 Nov 2002 (change 1); 31 Jul 2005 (change 2); 11 Aug 2008 (change 3), establishes guidance for the management of environmental stewardship-related operations and maintenance activities at Corps civil works water resource projects and supplements ER 1130-2-540, Environmental Stewardship Operations and Maintenance Policies.

EP 1130-2-550, Project Operations-Recreation Operation and Maintenance Guidance and Procedures, 15 Nov 1996 (original); 01 Oct 1999 (change 1); 01 Mar 2002 (change 2); 15 Aug 2002 (change 3); 30 Aug 2008 (change 4), establishes guidance for the management of recreation programs and activities, and for the operation and maintenance of Corps recreation amenities and related structures, at civil works water resource projects and supplements ER 1130-2-510, Recreation Operation and Maintenance Policies. Master Plans and operational management plans are to be developed in accordance with the guidance on master planning and report content contained in Chapter 3 of both ER and EP 1130-2-550.

EP 1165-2-316, Rules and Regulations Governing Public Use of Water Resources Development Projects Administered by the Chief of Engineers, May 2000; codified as 36 CFR part 327, establishes rules and regulations pertaining to the recreation land use and safety measures at Corps administered water resource and development projects.

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EP 1165-2-502, Ecosystem Restoration – Supporting Policy Information, 30 Sep 1999, provides policy information in support of ER 1165-2-501 to guide Corps of Engineers involvement in ecosystem restoration and protection through Civil Works programs and activities.

Engineering Manuals

EM 1110-1-400, Recreation Facility and Customer Services Standards, 01 Nov 2004, provides general guidance for the rehabilitation of existing, and the design and construction of new recreation areas and amenities, the provision of customer services, and recreation program evaluation activities at recreation areas managed by the Corps of Engineers. The overall purpose of this document is to establish a uniform level of quality nationwide by which Corps-managed parks will meet the needs of current and future park customers.

EM 1110-2-410, Design of Recreation Areas and Facilities – Access and Circulation, 31 Dec 1982, presents data compiled from experience and research that may be useful to Corps personnel concerned with the design of access and circulation to recreation sites, areas and amenities. The material presented in the manual is intended as design guidance for obtaining an end product which results in safe, useable, economical recreation developments and accessible to all.

South Pacific Division Regulations

SPDR 1110-2-1, Land Development Proposals at Corps Reservoir Projects, Nov 2001, establishes South Pacific Division (SPD) policy for evaluating land development proposals within Basins and flood basins of the Corps, and documenting the results of the evaluation. The policies of this division regulation detail the procedures to be followed in evaluating land development proposals by any entity (companies, organizations, private parties, governments, or agencies) to construct buildings, roads, or other amenities, or in any way would modify the land forms, vegetation, surface characteristics, or use lands within a Basin operated by the Corps for flood risk management. The objective is to assure that project purposes are not compromised, that the public is not endangered, and that natural and cultural resources associated with project lands are not harmed.

10.7 Pertinent Publications

- U.S. Army Corps of Engineers Publications
- U.S. Army Corps of Engineers, Los Angeles District, Analysis of Design Hansen Dam, Volumes 1 and 2, 1938
- U.S. Army Corps of Engineers, Los Angeles District, Flood Control in the Los Angeles County Drainage Area, 1939
- U.S. Army Corps of Engineers, Los Angeles District, *Hydrology in the Los Angeles County Drainage Area*, 1939
- U.S. Army Corps of Engineers, Los Angeles District, Los Angeles County Drainage Area, California Preliminary Report Recreational Development Hansen Flood-Control Basin, 1946
- U.S. Army Corps of Engineers, Los Angeles District, Administration and Development of Project Land and Water Areas, 1956
- U.S. Army Corps of Engineers, Los Angeles District, Hansen Dam Master Plan Los Angeles County Drainage Area, California, 1975

2014 Scoping Report Appendix F.6: Letters From Individuals

Submission 1440 (Patti McCormick, August 26, 2014) - Continued

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- U.S. Army Corps of Engineers, Los Angeles District, Operations and Maintenance Manual, Los Angeles
 County Drainage Area, 1975
- U.S. Army Corps of Engineers, Los Angeles District, Tujunga Wash Recreation Master Plan, 1975
- U.S. Army Corps of Engineers, Los Angeles District, Plan of Study, Review Report for Flood Control and Allied Purposes, Los Angeles County Drainage Area, 1976
- U.S. Army Corps of Engineers, Los Angeles District, Interim Report on Hydrology and Hydraulic Review of Design Features of Existing Dams for LACDA Dams, 1978
- U.S. Army Corps of Engineers, Los Angeles District, Los Angeles County Drainage Area, California, Reconnaissance Report on Sediment Storage Capacity at Hansen Dam Under Major Rehabilitation Program, 1981
- U.S. Army Corps of Engineers, Los Angeles District, Final Feasibility Report for Hansen Dam Reservoir Recreation Lake and Water Conservation Pool Redevelopment, 1983
- U.S. Army Corps of Engineers, Los Angeles District, Environmental Assessment for Debris Removal Hansen Dam Flood Control Basin, 1984
- U.S. Army Corps of Engineers, Los Angeles District, Hansen Dam Preliminary Formulation Report, 1984
- U.S. Army Corps of Engineers, Los Angeles District, Final Report, Review of Water Resources within the Los Angeles County Drainage Area, 1985
- U.S. Army Corps of Engineers, Los Angeles District, Los Angeles County Drainage Area Recreation Review, 1988
- U.S. Army Corps of Engineers, Los Angeles District, Draft Supplemental Environmental Assessment for Debris Removal Hansen Dam Flood Control Basin, 1990
- U.S. Army Corps of Engineers, Los Angeles District, Water Control Manual Hansen Dam Tujunga Wash, Los Angeles County, California, 1990
- U.S. Army Corps of Engineers, Los Angeles District, Los Angeles County Drainage Area Review, Final Feasibility Report, 1991
- U.S. Army Corps of Engineers, Los Angeles District, Final Hansen Dam Master Plan and Environmental Impact Statement, LACDA, CA, 1991
- U.S. Army Corps of Engineers, Los Angeles District, Environmental Assessment Hansen Dam Recreation Area Swim Lake, 1992

Other Agency Publications

City of Los Angeles, Department of Recreation and Parks, 2009 Citywide Community Needs Assessment, 2009

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PROJECT DESCRIPTION

11.1 Project Data

The Project is comprised of a compacted earthfill embankment, spillway structure, and outlet works. The earth-fill Dam is a compacted, impervious structure 10,475 feet long and 1,087 feet in elevation according to National Geodetic Vertical Datum (NGVD, 1929). The maximum height above streambed is 97 feet. The Dam has a storage capacity of 33,348 acre-feet at spillway crest (elevation 1060 feet) based on the November 2004 topographic survey. The Dam embankment extends in a general east and west direction at right angles to Tujunga Wash. The Dam follows a gentle curve in order to connect the abutments of the Dam with a prominent rock outcrop located near the center of the Dam. At the east end, the Dam abuts against a range of small hills and on the west end, terminates in a gentle sloping hill. Rock is exposed on the hillside at the east abutment and is found at shallow depths on the west abutment. Between the ends of the Dam and the central rock outcrop, the axis of the Dam crosses the lower end of a typical debris cone. The upstream face of the Dam has a slope of 3 horizontal:1 vertical (3H:1V) and is covered with a 2.5 feet layer of riprap over a 6 inch spall blanket. The downstream face has a slope of 6H:1V from the rock toe to elevation 1,020 feet NGVD, a slope of 5H:1V from elevation 1,020 to 1,050 feet NGVD, and a slope of 3H:1V to the Dam crest. Three berms, each 20 feet wide, run parallel to the axis of the Dam, one on the upstream face at elevation 1,040 feet and two on the downstream face at elevations 1,020 and 1,050 feet.



Hansen Dam Aerial 27 January 1959

The spillway structure, with a crest elevation of 1,060 feet NGVD. 1929 is located near the center of the Dam on a prominent rock outcrop just west of the Tujunga Wash Channel. The approach channel, leading to the crest, is a 320-foot wide rectangular section with invert sloping from the earth berm at elevation 1,040 feet to the point of intersection with the concrete crest section at elevation 1.060 feet. The crest is a Creager and Justin ogee section with an overall length of 302 feet and six 3-foot wide crest piers, making a net length of 284 feet. A concrete

lined rectangular spillway channel, which includes the outlet channel at its center, is designed to carry the spillway discharge beyond the earth embankment. The spillway channel consists of a 302 foot constant width section to the toe of the ogee section, and an 897 foot transition to a width of 180 feet from the toe of the ogee section on a slope of 0.08584 and then 664 feet on the slope of 0.02681, being parallel to the outlet channel invert, terminating at elevation 964 feet and finally connecting with the improved channel.

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U.S. Department

of Transportation Federal Railroad

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The outlet structures and spillway are located west of the Tujunga Wash Channel in Hansen Knob, which is on the axis of the Dam and approximately bisects it. The outlet structures include an approach channel, an intake structure with operating house and vent house, eight gated and two un-gated outlet conduits, and an outlet channel. The outlet conduits are installed through the overflow spillway section, located symmetrically with respect to the spillway center line and aligned to discharge into Tujunga Wash. The gated conduits are located in the center of the outlet section in two groups of four. All conduit entrances are elliptical in shape and have been provided with a semicircular trash rack structure. The throat entrances to the un-gated conduits are 8 by 8 feet in order to allow larger discharges through. A 60 foot long section, dropping to the approximate elevation of the gated conduits, is used as the transition from the 8 by 8 foot entrance throat to the 8 foot wide by 6 foot high outlet section. The combined maximum capacity of the outlets is 22,000 cfs at water surface elevation 1,060 feet NGVD, 1929, which is at the spillway crest. Of this, 4,900 cfs passes through the un-gated openings and 17,100 cfs passes through the gated openings. Table 2.1 (Corps 2010a) provides a summary of the physical characteristics of the Dam and Basin.

Table 11.1 Hansen Dam and Basin Pertinent Data						
General Information						
Construction Completed	1940					
Stream System Tujunga Wa						
Drainage Area	151.9 square miles					
Basin						
Elevation ¹						
Debris Pool	1,010.50 ft, NGVD					
Spillway crest	1,060 ft, NGVD					
Spillway design surcharge level	1,081.20 ft, NGVD					
Top of Dam 1,087 ft, No						
Area ¹						
Debris Pool	372 acres					
Spillway crest 82						
Spillway design surcharge level 1,08						
Top of Dam 1,154 a						
Capacity, Gross ¹	·					
Debris Pool	3,756 ac-ft					
Spillway crest	33,348 ac-ft					
Spillway design surcharge level 52,90						
Top of Dam 59,29						
Allowance for sediment (50-year) 10,500						
Allowance for sediment (100-year) 21,000 ac						
Dam: Type Earthfill						
Height above original streambed	97 ft					

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Top Length	10,475 ft				
Top width					
Freeboard					
Spillway: Type Overflow conc, Ungated					
Crest length					
Design surcharge	21.2 ft				
Design discharge	99,700 cfs				
Outlets					
Uncontrolled					
Number and size	2 - 8' W x 6' H				
Entrance invert elevation	1,011 ft, NGVD				
Controlled					
Gates - type	Vertical Lift				
Number and size	8 - 5' W x 8' H				
Entrance invert elevation	990 ft, NGVD				
Conduits					
Number (total)	10				
Size and number 2 - 8' W					
Size and number 8 - 5' W					
Length					
Maximum capacity at spillway crest 22,					
Regulated capacity at spillway crest 20,80					
Standard Project Flood					
Duration (inflow)	4 days				
Total volume (including baseflow)	92,500 cfs				
Inflow peak	53,000 cfs				
Probable Maximum Flood					
Duration (Inflow)					
Total volume 246,000					
Inflow peak 105,000					
Historic Maximums					
Maximum release (2 March 1983)	17,966 cfs				
Maximum water surface elevation (2 March 1983) 1,039.70 ft, N					
¹ Based on November 2004 Survey. Source: Corps 2010a.					

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11.2 Hydrology and Basin Operations

Climate and Hydrology

The climate of the drainage area above the Basin is temperate and semi-arid with warm, dry summers and cool, moist winters. Most precipitation in southern California coastal drainages occurs during the winter season, primarily from November through early April, as midlatitude cyclones from the northern Pacific Ocean move inland over the area. Most of these storms occur in the winter, characterized by hours of light-to-moderate precipitation, but with many heavy showers and thunderstorms within the storm system. Within the drainage area, mean annual precipitation ranges from slightly more than 15 inches near the Dam to more than 36 inches in the San Gabriel Mountains upstream of Big Tujunga Dam. Precipitation varies greatly by year and by month (Corps 1990).



All of the major inflow and impoundment events in Project history have resulted from winter storms. Runoff from the watershed is characterized by high flood peaks of short duration that result from high-intensity rainfall on the watershed. Flood events are usually less than 48 hours duration. Inflow rates drop rapidly between storms, and inflow during the dry summer season is usually less than 10 cfs. Based on the US Geological Survey stream-gage record for Big Tujunga Creek below the Dam, the long-term average outflow from the Dam from1948 to 2009 is 17,927 acre-feet per year (or 24.8 cubic feet per second). The mean annual outflow varied from a high of 224 cfs in water year 1993 to the lowest runoff of 0 cfs in water years 1950, 1951, 1963-1965, and 1972. Channel flow below the Dam is characterized by releases of relatively long duration with occasional sharp peaks from the tributary urban areas downstream (Corps 1990).

The watershed has a high sediment and debris production potential. The original estimate of sedimentation in the Dam was 5,000 acre-feet (AF) over a 50-year period (1940 to 1990). By 1977, sedimentation at the Basin (approximately 10,000 AF) greatly exceeded the original estimate. Based on the historical average annual sedimentation rate for the Basin, approximately 84 percent (272 acre-feet/year) of all sediment entering into the Basin area remains behind the Dam. Approximately 16 percent (52 acre-feet/year) of all sediment is conveyed downstream into the Tujunga Wash Channel. Due to the amount of sediment that has been deposited behind the Dam, a long-term sediment removal operation was initiated at the Basin in 1984. This operation has restored much of the original Basin storage capacity (Corps 1999).

Dam Operation

The primary Project purpose is flood risk management for the communities in the San Fernando Valley along Tujunga Wash and the Los Angeles River. Water is temporarily stored behind the Dam during periods of high inflows and is released more slowly through the downstream Tujunga Wash Channel. The water control operation described in the Water Control Manual



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(Corps 1990) uses the Basin storage capacity (33,348 acre-feet) in conjunction with the outlet release capability (maximum of 20,800 cfs) to manage flood inflow events to the conveyance capacity of the downstream Tujunga Wash and Los Angeles River channels. The operation schedule for the Dam includes controlled releases up to 500 cubic feet per second until the Basin reaches an elevation of 1,010.5 feet NGVD. Above this elevation Dam releases are permitted up to 20,800 cfs, not to exceed the downstream channel capacity in Tujunga Wash or the Los Angeles River (Corps 1990). The available conveyance capacity of the downstream channels vary throughout flood events depending on the physical condition of the channel as well as rainfall and flood runoff downstream of the Dam that use up a portion of the channel conveyance capacity. Project pertinent data is provided in Table 2.1 (Corps 2010a).

At low water surface elevations (up to 1,010.5 feet), the Project can be operated for water conservation during periods of favorable weather and runoff forecasts subject to Project requirements. Dam releases for water conservation are made in coordination with LACDPW and the City, who operate groundwater recharge spreading basins along Tujunga Wash. The operation plan does not provide for the temporary or permanent storage of floodwaters for recreation purposes. During flood risk management operations, areas developed for recreation may be inundated with storm water and are repaired or restored by the lessee (Corps 1999).

Basin Filling Frequency

The frequency and extent of flood inundation is considered in the management of Basin lands. The operation of the Dam to manage flood inflows results in periodic storage of flood waters within the Basin. A statistical analysis of water surface elevations over a historical period of time in which the Dam has been operated determines the filling frequency. Filling frequency refers to the relationship between the maximum water elevation in the Basin and how frequently these elevations are reached. Filling frequency values are presented in Table 2.2.

Table 2.2 Hansen Dam Filling Frequency Relationship							
Percent Chance Exceedance Return Period Basin Stage (
0.2	500	1066.3					
0.5	200	1054.2					
1.0	100	1043.4					
2.0	50	1034.0					
5.0	20	1024.8					
10.0	10	1022.8					
20.0	5	1014.5					
50.0	2	1010.6					
80.0	1.25	1007.0					
90.0	1.11	1006.4					
95.0	1.05	1005.9					
99.0	1.01	1005.5					

The Basin's water surface elevation gage produces a continuous record of the Basin stage. The filling frequency of the Basin is used to develop a statistical relationship between water surface elevation and

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frequency. This statistically derived relationship was augmented by using the results of prior Corps hydrology studies that used inflow volume frequency and hydrograph routing procedures to estimate the frequency of occurrence of the less frequent (rarer) floods such as the 100-year, 200-year, and 500-year events. In Table 2.3, percent chance exceedance means, for example, that every year there is a 1-percent (1 out of 100) chance for the indicated Basin water surface elevation (1043.4 feet NGVD) to be equaled or exceeded due to flood inflows. The elevation-frequency contours in Map 7 show the Basin area inundated for the 10-, 50-, and 100-year return period flood events as well as area inundated when the Basin pool elevation is at spillway crest (1060 feet). With regard to duration of Basin inundation, the project operation for flood risk management produces short periods of Basin inundation. Floodwaters are released quickly (a matter of days) in order to regain storage space to capture future flood inflows. Figure 2.1 presents the historical record of the Project's water surface elevation from October 1941 to September 2007 (65 years) (Corps 2009).

Operational Issues

Basin sedimentation is an operational issue as it steadily reduces storage capacity leading to more frequent Basin inundation at higher pool levels. The Corps periodically excavates sediment within the Basin to maintain storage capacity. The trash rack in front of the outlet works occasionally becomes clogged from vegetative debris accumulation that must be manually cleared (Corps 1990).

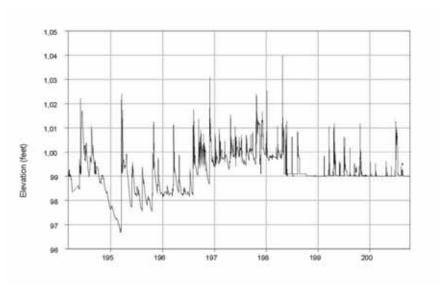


Figure 2.1 Water Surface Elevations

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11.3 Real Estate

The Corps acquired 1,507.2 acres for construction, operations, and maintenance of the Project. The Federal government owns 1,461.3 acres in fee and limited flowage rights over an additional 45.9 acres. The Corps, as the agency authorized to manage the Basin, reserves 162.7 acres exclusively for operation of the Dam. The remaining 1,298.6 fee acres are available for compatible uses with a preference toward recreation purposes.

The Corps granted a lease for 1,450 acres to the City of Los Angeles (City) in 1948 for recreation purposes. On 21 January 1969, the Corps granted a new lease of 1,351.8 acres in the Hansen Dam Basin to the City for a term of 50 years. On 16 August 1972, Supplemental Agreement 1 increased lease area by 3.5 acres. On 4 June 1974, Supplemental Agreement 2 added 0.09 acres for a total of 1,355.4 acres. Supplemental Agreement 3, dated 24 September 2002, extended the term of the lease from 50 years to 75 years with a termination date of 20 January 2044. Map 4 shows the area leased for recreation purposes.

11.4 Watershed

The San Gabriel Mountains form the northern divide of the watershed, while a high ridge forms the divide with the upper San Gabriel River watershed to the east, and delineates a 152 square mile watershed. Big Tujunga Dam, located 14 miles upstream of the Project, controls 82 square miles of this drainage area and is a water conservation and flood risk management facility owned and operated by Los Angeles County Department of Public Works (LACDPW). Downstream of Big Tujunga Dam, Tujunga Wash flows across a broad alluvial fan and passes through the Basin, through an urbanized valley, and empties into the Los Angeles River 9.3 miles downstream. Little Tujunga Wash, the other major tributary in the watershed, joins Big Tujunga Wash within Hansen Dam Basin. The longest watercourse in the watershed is the Big Tujunga Wash. It is 31.5 miles in length and an average slope of 148 feet per mile (Corps 1990).





Tujunga Wash Watershed

Approximately 140 square miles of the 152 square mile drainage area above the Basin consists of steep, mountainous terrain, dissected by deep, narrow ravines containing the numerous watercourses, tributaries to this watershed. The remainder of the watershed consists of a

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relatively flat alluvial fan surface and valley fill area. Elevations in the mountains vary from 7,124 feet at Pacifica Mountain to 990 feet at the Dam. Much of the watershed is part of the Angeles National Forest (Corps 1990).

11.5 Market Area

Market area refers to the surrounding residential areas and communities that are within a reasonable proximity to the Basin. They are areas where individuals and/or families would be expected to travel from their home to take part in the Basin's recreation opportunities. Populations that utilize the recreational and natural areas of the Basin are considered the market demographic. The primary market demographic includes the residents of adjacent communities including San Fernando, Pacoima, Tujunga and Sun Valley, as well as the City and County of Los Angeles. The market demographic is considered when identifying recreation and resource needs for the Basin. Demographics considered in the master planning process include the 2000 population, estimated 2008 population, age distribution, ethnic heritage, household size, density of people per square mile, median household income, the percentage of individuals living below the poverty level and other statistics (Table 2.3).

Table 11.3 Demographic Data for Communities Surrounding Basin							
Community		Los Angeles County	City of Los Angeles	San Fernando	Burbank		
2000 Population		9,519,338	3,694,820	23,564	100,316		
2008 Population	Estimation	9,832,137	3,833,995	23,833	102,968		
$\begin{array}{c} \leq 9 \text{ yrs.} \\ \text{Age Distribution} & 10-19 \\ 20-54 \end{array}$		16.1% 14.8% 52.0% 17.0%.	15.8% 13.7% 53.7% 16.7%	19.9% 17.8% 50.1% 12.1%	12.3% 12.0% 54.3% 21.4%		
≥ 55 Asian Black Latino Ethnicity Native American Pacific Islander White Other		11.9% 9.8% 44.6% 0.8% 0.3% 48.7% 23.5%	10.0% 11.2% 46.5% 0.8% 0.2% 46.9% 25.7%	1.1% 1.0% 89.3% 1.7% 0.1% 42.8% 49.4%	9.2% 2.1% 24.9% 0.5% 0.1% 72.2% 9.9%		
Household Size		3.0	2.8 4.1		2.4		
Density (People per Square Mile) Median Household Income		2,344 \$42,189	7,877 \$36,687	9,881 \$39,909	5,782 \$47,467		
Individuals Living Below Poverty Level		17.4%	22.1%	19.1%	10.5%		
High School Graduates		69.9%	66.6%	41.9%	83.1%		
Bachelor's Degree or Higher		24.9%	25.5%	5.4%	29.0%		
Living With a Disability Data taken from 2000 Census Data, American			21.7%	20.6%	18.2%		
² Mixed-race ethnicities reported resulting in a total greater than 100%.							

Overall population, household size, and density describe the number of people that may utilize the Basin for recreation purposes. The statistics obtained for the median household income and number of people living below the poverty level help to determine the need for free or low cost

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recreation activities. Ethnic and educational background assists in defining the need for signage, interpretative programs, educational enhancement, recreation types, and other activities to meet a broad spectrum of socioeconomic needs.

Population density describes the distribution of people in the market area and is an important demographic to consider in meeting the needs of the community. Los Angeles County is the third most densely populated county in California with 2,344 living in each square mile. The high density of people per square mile indicates that pressure on the natural environment and demand for open space, recreational opportunities, and environmental protections is greater than other less densely populated areas in the state of California.

With an estimated 10 million people living within the Basin market area, there is significant need for recreation opportunities, open space, and environmental stewardship. To reflect the demographics in the market area, the development of these opportunities must widely appeal to a broad spectrum of the population.

11.6 Regional Context

Los Angeles County (County) provides approximately 87,000 acres of parkland (just under 9 acres per 1,000 people); 37,000 acres of recreation area (3.6 acres per 1,000 people); a roughly equivalent amount of wilderness area; 2,900 acres of beaches; 13,000 acres of golf courses; and 645,000 acres of forest. The range of recreation options within and adjacent to the County is very diverse and responds to a broad spectrum of recreation and leisure preferences. The National Parks and Recreation Association recommends 10 acres of open space per 1,000 residents, so the County as a whole has nearly adequate park space. Yet disparities exist at the local level in the more urbanized areas, especially when the access and proximity to open space are considered. The recreation amenities in the Basin play an important role in filling this local need. The range of recreation options within and adjacent to the County is very diverse and responds to a broad spectrum of recreation and leisure preferences. Map 6 shows the locations of open space and park lands throughout the region.

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12.1 Vision and Mission

According to Corps guidance, the ongoing vision of water resources management emphasizes sustainability and environmental stewardship in natural resources management. The Corps mission states:

"The Army Corps of Engineers is the steward of the lands and waters at Corps water resources projects. Its Natural Resources Management Mission is to manage and conserve those natural resources, consistent with eco-system management principles, while providing quality public outdoor recreation experiences to serve the needs of present and future generations. In all aspects of natural and cultural resources management, the Corps promotes awareness of environmental values and adheres to sound environmental stewardship, protection, compliance, and restoration practices. The Corps manages for long-term public access to, and use of, the natural resources [of the Basin] in cooperation with other Federal, State, and local agencies as well as the private sector. The Corps integrates the management of diverse natural resource components such as fish, wildlife, forests, wetlands, grasslands, soil, air, and water with the provision of public recreation opportunities. The Corps conserves natural resources and provides public recreation opportunities that contribute to the quality of American life." (ER 1130-2-550, Chapter 2, Paragraph 2-2.a (1) (15 November 1996).

12.2 Use of the Master Plan

The Master Plan is essential for efficient and cost-effective use of natural resources, recreation development, and management programs. The Master Plan provides guidance for land use and future development. It is a tool for the responsible stewardship of Basin resources for the benefit of current future generations. The goals of the Master Plan are to identify a water and land resource objectives and management concepts including:

- Responding to regional needs, resource capabilities, and expressed public interests and desires consistent with authorized project purposes.
- Contributing towards recreation diversity within the region.
- Emphasizing the unique qualities and characteristics of the Basin.
- Exhibiting consistency and compatibility with national objectives and other state and regional goals and programs.

The Master Plan describes and identifies: (1) an inventory of Basin lands, resources, and uses; (2) a summary of the public participation input; (3) a summary of resource and ecosystem use objectives; and (4) the recommended land use plan.

12.3 Public Participation

Public participation is an essential element in the development of this Master Plan. Community involvement offers an opportunity for the public to voice their concerns and desires and enriches the process with local knowledge of the Basin. The objectives of public involvement are to:

 Provide information about the Corps Master Plan process Make the public's desires, needs, and concerns known to decision-makers; and

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• Consider the public's views in reaching decisions (EP 1130-2-550).

The public expressed a strong desire for public spaces to meet the diverse and evolving needs of the surrounding communities. While public input is solicited and encouraged under the master planning process, the Corps cannot relinquish decision making authority, nor deviate from legal or policy constraints.

Four community workshops were held to encourage dialogue between the Corps, the City, and stakeholders. They were held at the Lake View Terrace Recreation Center. The first community workshop was held on Saturday, 21 November 2009. The second workshop was held on Thursday, 28 January 2010. At the second workshop the proposed land use classifications were presented and discussed. Approximately 60 people attended the first two workshops. At the third workshop, a summary of the resource and ecosystem objectives, and the land use classification map were presented and discussed in an open forum. Approximately 20 people attended the third workshop which was held on Thursday, 29 April 2010. The forth workshop was help on 24 August 2011 during the public review period for the Draft Environmental Assessment. Approximately 35 people attended. Comments were provided during the workshops and additional comments were received via mail and email and t have also been incorporated as part of the public participation process. The top 5 comments from all the workshops are shown in Figure 3.1. Issues and comments raised by attendees at the first workshop included the following:

- Allow the model airplane flyers to keep the area that they have been using.
- · Keep all areas natural and restore where possible, including all of Tujunga Wash.
 - o The alluvial scrub is rarer than riparian habitat.
- Re-open the traditional equestrian trails that once encircled the entire area that are now closed.
 - At a minimum, move the fence at the aquatic area to open the equestrian trail when the center is not open.
- Increase patrols and keep homeless encampments in check.
- Limit new development to the periphery where the active recreation and children's areas are located.
- Enforce existing laws.
- Expand biking/hiking trail system.
- Create an off-leash area for dogs.
- Prohibit paint-ball areas.

Issues and Comments raised by attendees at the second workshop included the following:

- Concern about the effects of Station Fire on the Basin with the potential for winter storms bringing down heavy sediment loads.
- Quicksand that develops after the wet weather and the lack of proper signage or restrictions to the area.
- Sedimentation restricting the use of the wildlife lake and Holiday Lake.
- Desire for better trail mapping and accessibility.

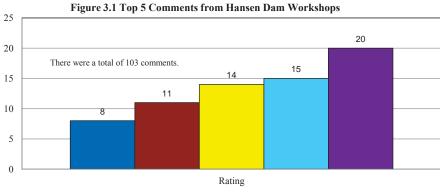
Issues and Comments raised by attendees at the third workshop included the following:

- The desire for access and fishing on the wildlife lake, much like what was proposed in the 1991 Master Plan and existed previously at Holiday Lake.
- More access to the wildlife lake could reduce homeless encampments.
- Conversion of the low density designation to environmentally sensitive in areas around Tujunga Wash and next to the ballfields.

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- Designation of vegetative management or low density recreation instead of inactive and/or future recreation in the areas near ranches.
- Better patrols and maintenance.
- Would like to see the campground (in development phase) opened for local families, not just non-profit organizations, when the campground is finally developed.
- Desire to have Holiday Lake restored by removing sediment.
- Desire for better trail mapping and accessibility.



- Develop, mark and manage hiking, bicycling and equestrian trails.
- Do not allow concrete or paving in Hansen Dam Basin.
- \blacksquare Reconnect, reestablish and maintain equestrian trails.
- Preserve natural habitat.
- Create a flight field for electronic model aircrafts.

The feedback from the community was carefully considered as well as input from the major lessee. This information was utilized in the development of resource objectives, land use classifications, specific policies on special events, filming, and other activities and are included in Appendix A, Outgrant Policies. Concerns and issues raised by the public have been communicated to the City as many of these issues concern ongoing maintenance which is the responsibility of the City.

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13 LAND ALLOCATION, LAND USE CLASSIFICATION, AND RESOURCE INVENTORY AND

The Corps land use classification system is defined in EP 1130-2-550. The Corps acquires land for a specific purpose. This purpose is its "allocation." Allocated lands may be utilized under the opportunities and constraints of "land use classifications." This section describes land allocations and land use classifications, and provides a complete description of all lands within the Basin and their existing classifications, uses, conditions, and needs.

Land Allocation

Land allocation refers to the identification and documentation of lands at Civil Works projects is in accordance with the authorized purposes for which they were or are to be acquired. There are four primary land allocation categories applicable to Corps projects for Project Operations (e.g., flood risk management, water supply, hydropower, etc.), Recreation, Fish and Wildlife, and Mitigation. For Hansen Dam, the Basin land was acquired for the purpose of flood risk management, which falls under the allocation of Project Operations. This allocation establishes that the primary and uncompromising purpose of the Basin is operations for the purpose of flood risk management. All land use

Land Allocation Operations

Land Use Classifications Project Operations

Recreation Environmentally Sensitive Multiple Resource Management* Easement Lands

*Multiple Resource Management Recreation - Low Density

Vegetative Management Inactive and/or Future Recreation

classifications are secondary to this purpose and must be compatible with flood risk management.

Land Use Classifications 13.2

Allocated Project lands are further classified for development and resource management consistent with authorized project purposes, and Federal laws including NEPA. The classification process refines the land allocations to fully utilize project lands and must consider public desires, legislative authority, as well as regional and project specific resource requirements and suitability. The Project Operations allocation takes precedent over any other classification categories. For example agricultural or grazing use of project land is not a land use classification, but is an interim or corollary use to meet management objectives. Land is classified into one of the following uses:

Project Operations This classification includes lands required for the structure, operations center, office, maintenance compound and other areas that are used solely for Project Operations.

Recreation Land developed for intensive outdoor recreation activities by the public, including developed recreation areas, and areas for concession, resort, and quasi-public development. Recreation areas planned for initial development are included in this classification. Undeveloped areas are classified as Multiple Resource Management until initiation of the development.

Land Allocation, Existing Land Use Classification, and Resource Inventory and Analysis



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<u>Mitigation</u> This includes land acquired or designated specifically for mitigation. Land classified in this category should be evaluated for consideration for lease or license to the Department of the Interior or the state.

<u>Environmentally Sensitive</u> Where scientific, ecological, cultural, or esthetic features have been identified for conservation and preservation. These areas must be considered by management to ensure the sensitive areas are not adversely impacted. This classification anticipates that there would be limited or no development for public use on land in this classification. There is a strict prohibition against agricultural or grazing uses.

<u>Multiple Resource Management</u> Lands managed for one or more of, but not limited to, these activities to the extent that they are compatible with the primary allocation(s). The activities should be fully explained in the narrative portion of the Master Plan.

<u>Recreation - Low Density</u> Low density recreation activities such as hiking, primitive camping, wildlife observation, hunting, or similar low density recreation activities.

<u>Wildlife Management</u> Lands in this sub-category shall be evaluated for consideration for lease or license to the Department of the Interior or the state, or shall be designated for direct management by the Corps.

<u>Vegetative Management</u> Includes management activities for the protection and development of forest and vegetative cover.

<u>Inactive and/or Future Recreation Areas</u> Recreation areas planned for the future or that have been temporarily closed. These lands will be classified as Multiple Resource Management in the interim.

<u>Easement lands</u> All lands for which the Corps holds an easement interest but not fee title. Planned use and management of easement lands will be in strict accordance with the terms and conditions of the easement estate acquired for the project.

13.3 Guiding Principles

Community input with Corps' guidance was utilized to identify guiding principles for the management of the Basin. These include:

- Ensure that all uses within the Basin are consistent with the flood risk management operations;
- Protect and restore ecosystem function;
- Ensure that a variety of recreational opportunities are provided for public use;
 Stakeholders recognize their environmental responsibility and preservation of cultural and historical resources; and
- Management of the Basin lands and activities should integrate sustainable practices.

Land Allocation, Existing Land Use Classification, and Resource Inventory and Analysis

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13.4 Land Use Classification Restrictions

Certain uses and activities at the Basin are not compatible in all classifications, or are limited within classifications. Uses and activities designated as incompatible within a classification are not permitted. Additional guidelines and restrictions applicable to all land use classifications can be found in Appendix A-1, Outgrant Policies.

4.4.1 Project Operations

- No recreation activities are permitted within Project Operations areas except on specifically designated trails and by permission of the District Commander.
- Potentially compatible activities that require review and approval by the District
 Commander include: filming, training activities for public organizations (e.g., police and
 fire departments), biological surveys, and volunteer activities. Filming, training and
 biological surveys must comply with the procedures and requirements outlined in the
 applicable appendices to this Master Plan. Volunteer activities require case-by-case
 analyses.
- Use by government personnel during emergencies (fire department staging, etc.) is
 potentially compatible but shall require case-by-case analysis under the applicable
 procedures and requirements, including Federal environmental laws and regulations.

Recreation

- Structures/development are allowed to support high density recreation uses and users
 (e.g., restrooms, drinking/water fountains, garbage and recycling cans, informational
 signage/kiosks, benches, picnic tables, group picnic areas, etc.). Sports fields and
 amenities requiring improvements to the land, including grading, excavation, or
 installation of structures require specific analysis and compliance with applicable
 environmental laws.
- Dogs and other animals/pets are allowed only on-leash, 6 feet in length or less, except where dog parks for off-leash use are specifically designated.
- Bicycles are allowed on designated trails, paths, and roads. Trails may be closed in the event of excessive erosion.
- Horses are allowed on trails, paths, and roads, but no grazing is permitted.
- Organized volunteer activities that are non-invasive or minimally invasive, such as trash
 pickup, held outside of breeding season (15 March to 15 September) or over 100 feet from
 environmentally sensitive areas are considered compatible.
- Special events are preferred at the areas designated in the Special Events Policy. Special
 events may be permitted outside these designated areas in certain circumstances subject
 to event-specific review. See Appendix A-1, Outgrant Policies, for additional guidance.
- Filming and training activities may be compatible and should be coordinated with the lessee.

Environmentally Sensitive

 Structures/development is not generally considered compatible only to support trail users (e.g., restrooms, drinking/water fountains, garbage and recycling cans, informational

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signage/kiosks, and benches). Picnic tables shall be limited and generally located in close proximity to trailheads or other developed areas.

- Dogs are not compatible whether on- or off-leash.
- Bicycles are not allowed. Use of bicycles on dirt trails can contribute to erosion. Trails
 may be closed to bicycles in the event of safety or environmental concerns.
- Horses are compatible on existing trails, but no grazing is permitted.
- Organized volunteer activities that are non-invasive or minimally invasive, such as trash
 pickup, held outside of breeding season (15 March to 15 September), may be considered
 compatible but may require specific environmental analysis.
- Special events are not compatible with this classification. No special events may be held
 within or traverse Environmentally Sensitive areas. This restriction includes, but is not
 limited to, organized walk/run events and bicycle races.
- Boating, swimming, and fishing are not compatible with this classification.
- Restoration proposals are compatible. However, all requests will require request-specific analysis.
- Biological surveys are compatible subject to certain restrictions and should be coordinated with the lessee, or the Corps, if the area has not been leased to others.
- Still photography is compatible with this classification. Professional still photography
 may be compatible subject to certain restrictions and should be coordinated with the
 lessee or the Corps, if the area has not been otherwise leased to others.

Multiple Resource Management (MRM)

MRM - Recreation - Low Density

- Amenities and structures/development to support recreational uses require specific analysis per the recreation outgrant policy (Appendix A-1). Designated, organized sports fields are NOT compatible with this classification.
- Amenities and structures Dogs are compatible only on leashes 6 feet or less in length, except
 where dog parks for off-leash use are specifically designated. Bicycles are allowed on
 designated trails, paths, and roads. Dirt trails may be closed in the event of excessive
 erosion.
- Horses are allowed on trails, paths, and roads, but no grazing is allowed.
- Organized volunteer activities that are non-invasive or minimally invasive, such as trash
 pickup, held outside of breeding season (15 March to 15 September) or over 100 feet from
 environmentally sensitive areas, are considered compatible.
- Limited special events may be compatible. Special events are preferred in the land use classification and may be permitted subject to event-specific review. See the Appendix A, Special Policies for additional guidance.
- Still photography is compatible with this classification. Professional still photography may
 be compatible subject to certain restrictions and should be coordinated with the City, other
 lessee, or the Corps, if the area has not otherwise been outgranted.

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MRM - Vegetative Management

- Structures/development are generally considered compatible only to support trail users
 (e.g., restrooms, drinking/water fountains, garbage and recycling cans, informational
 signage/kiosks, and benches). Picnic tables shall be limited and generally located in close
 proximity to trailheads or other developed areas.
- Dogs and other animals/pets are compatible only on leashes 6 feet or less in length, on designated trails. No dogs are allowed off designated trails, whether on- or off-leash.
- Bicycles are allowed only on designated trails. Use of bicycles on dirt trails can
 contribute to erosion. Trails may be closed to bicycles in the event of safety or
 environmental concerns.
- Horses are compatible on existing trails, but no grazing is permitted.
- Organized volunteer activities that are non-invasive or minimally invasive, such as trash
 pickup, held outside of breeding season (15 March 15 September), may be considered
 compatible but may require specific environmental analysis.
- Special events are not compatible with this classification. No special events may be held within or traverse MRM-Vegetation Management areas. This restriction includes, but is not limited to, organized walk/run events and bicycle races.
- Still photography is compatible with this classification. Professional still photography
 may be compatible subject to certain restrictions and should be coordinated with the
 lessee or the Corps, if the area has not been leased to others.
- Restoration proposals may be compatible with the MRM-Wildlife Management and MRM –Vegetative Management classifications. All requests require specific analysis. Biological surveys may be compatible subject to certain restrictions and should be coordinated with the lessee or the Corps, if the area not otherwise leased to others.

MRM – Inactive and/or Future Recreation

- Areas may include areas leased for recreation or non-recreation purposes, as identified on Basin map.
- Dogs and other animals/pets are allowed only on areas leased for recreation purposes, on leashes 6 feet in length or less.
- Limited special events may be compatible. Special events are preferred at the areas
 designated in the Special Events Policy. Special events may be permitted outside these
 designated areas in certain circumstances subject to event-specific review. See Appendix
 A, Special Events Policy for additional guidance.
- Filming, training, and volunteer activities may be compatible and should be coordinated with the lessee or the Corps if the area is not leased.

13.5 Existing Land Use Classifications

Within the Basin, the land use classifications in the 1991 Master Plan are Project Operations, Recreation, Environmentally Sensitive Areas, and Multiple Resource Management – Potential Recreation, and Inactive and/or Future Recreation, and Easement Lands. The 1991 Master Plan Land Use Classification Map is shown in Map 8.

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Project Operations

In the 1991 Master Plan, only the Basin outlet channel, spillway, and outlet works control house were classified as Project Operations. The Dam embankment was classified as Recreation. The 1991 Master Plan permitted public use of an operation and maintenance road on the top of the Dam as a designated trail.

Recreation

The Dam was given a land use classification of Recreation, but also included in this classification was the golf course, Little League fields, Hansen Dam Park, Aquatic Center (not yet developed at the time of the 1991 plan), the Sport Center, Lake View Terrace Recreation Center, Equestrian Area, and Orcas Park. The Aquatic Center was built close to the original footprint as demarcated on the maps in the 1991 Master Plan. No distinctions were made between Recreation and MRM – Recreation – Low Density.

Mitigation

No lands were designated as Mitigation, but it was noted that in the future, some of the Environmentally Sensitive lands may be set aside as Mitigation for debris removal or in association with construction of Phase II of the equestrian center.

Environmentally Sensitive

In the 1991 Master Plan, two areas of approximately 480 acres were assigned to this classification. Both are in the Big Tujunga and Little Tujunga Washes and subject to flooding and sedimentation. These areas support sensitive habitat and contain wildlife corridors.

Multi Resource Management (MRM)-Inactive and/or Future Recreation

The 1991 Master Plan identified 14 potential recreation development areas. Land use developments ranged from low to high density recreation. It recommended development of low density recreation amenities adjacent to residences and higher density activities in areas along Foothill Boulevard. Lake development was identified to provide a full range of recreation amenities. The lake would feature boating, fishing, interpretation, trails and picnic areas. Amenities have not been developed.

Easements

Flowage easements refer to lands over which the federal government acquired a limited right to inundate the land. An easement is not equivalent to fee title. The Corps holds flowage easement over 45.9 acres of Basin lands. Lands classified as Easement do not include easements that have been outgranted by the Corps to non-Federal entities.

13.6 Existing Facilities

<u>Hansen Dam Park</u> is approximately 37 acres and is located north of the intersection of Osborne Street and Dronfield Avenue. The park includes barbecue pits, an unlighted baseball field, a

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Universal Access Playground (UAP), picnic tables, and an unlighted soccer field. The park has a system of trails for hiking and bicycling. One trail crosses the top of the Dam and an equestrian trail is located at the base of the Dam.

<u>Hansen Dam Aquatic Center</u> is a 40-acre water recreation facility located on the northwest side of Hansen Dam Recreation Area. The facility consists of a 9-acre recreation lake and a 1.5-acre swimming lake. The recreation lake is available for fishing, paddle boat rentals, and public boating. The facility has 50 restrooms, 20 dressing rooms, 25 showers and picnic areas. The facility has parking for 415 vehicles.



Hansen Dam Park

Hansen Dam Aquatic Park

<u>Hansen Dam Golf Course</u> is an 18-hole 211-acres golf course located immediately downstream of the Dam and on the face of the Dam. The golf course includes a pro shop, driving range, and a clubhouse with a restaurant/snack bar.

<u>Hansen Dam Sports Complex</u> is approximately 26-acres, located north of the intersection of Osborne Street and Dronfield Avenue. The complex includes four baseball fields, two soccer fields, and an amphitheater.

<u>Hansen Dam Equestrian Center</u> is approximately 35-acres and is located south of the intersection of Foothill Boulevard and Orcas Avenue, situated between Little Tujunga Wash and Orcas Park. Amenities include stables that can accommodate 100 horses, covered pens, 12 arenas with sand footing for both dressage and jumping, eight turnouts. and lunging arena areas. Equestrian trails are easily acceptable and ample parking for both vehicles and horse trailers is provided.



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Top Row: Golf Courses, Bottom: Hansen Dam Equestrian Center,

<u>Lake View Terrace Recreation Center</u> is an approximately 22-acre complex located to the north of Foothill Boulevard and west of Orcas Avenue. Amenities include barbecue pits, picnic tables, lighted outdoor basketball courts, a children's play area, a 90 person capacity community room, an indoor gymnasium, lighted tennis courts, and parking.



Lake View Terrace Recreation Center

<u>Orcas-Gabrielino Equestrian Center</u> is approximately 22 acres with a large arena and is located east of the Hansen Dam Equestrian Center.

4.6 Qualitative Facility Assessment

A qualitative assessment of the condition of existing recreation amenities was completed to identify potential short-term capital repair needs. The facility assessment does not involve detailed evaluation of structures, non-recreation amenities, and amenities that are not open and available to the public. Potential needs are summarized in Table 4.1.

Table 13.1 Description and Qualitative Assessment of Existing Basin Recreation Features					
Facility	Description	Qualitative Assessment			

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Facility	Description	Qualitative Assessment
Hansen Dam Park	West side of Basin picnic area, with universal access playground and tot lot. A small storage facility/ administration office is present. Parking areas are plentiful, both paved and unpaved. Overflow parking lots are also located at the east end of the Recreation area (where Osborne and 210 intersect). Overflow parking areas are denuded and result in fugitive dust.	Good
Hansen Dam Sports Complex	Four baseball fields with cyclone backstop and seating risers. Large multi-purpose sports field with soccer goals and 3-4' cyclone fencing around. Fencing is rusted or bent in places. Small concrete amphitheater with back wall surrounded by grass slope for seating. Grass in need of rejuvenation throughout area. A cyclone fence enclosure is also present. Restrooms in fair condition, but may be in need of more regular maintenance or amenities replacement.	Fair-Good
Hansen Dam Aquatics Center	This area includes a fishing lake that is regularly stocked, picnic areas, a swim lake with lifeguards and water slide, and several restrooms. The fishing lake has a boat wooden/concrete pier boat launch and a small fee hut. Fishing lake shorelines are hardened and few trees are present. Shade may also aid in reducing water temperature for stocked fish. The swim lake (pool) has 4 lifeguard towers, and is surrounding by cyclone fencing.	Good
Lake View Terrace Recreation Center	Gymnasium, restrooms, community room. Two tennis courts outside and 1 full basketball court and 3 hoops. Visitor Center tot lot with sand surface. Awnings recommended for shade over tot lot.	Good
Pacoima Little League	"Sunny Slope" baseball fields. Three fields of varying sizes surrounding by approx. 6' cyclone fence. Lots of trash, vandalism, bent and broken benches or amenities. There are only portable toilets and "dugouts" are extremely small and in poor condition. This facility needs grass rejuvenation, new fencing, new dugouts, new signage, and permanent restrooms, preferably with locker rooms.	Poor
Maintenance Office	Small wooden hut surrounded by cyclone fencing with barbed wire. The area is poorly maintained, fencing is bent and rusted, grass is dead and bare ground is prevalent.	Poor
The Bluffs at Hansen Dam	Maintained grass and ornamental tree area with view of the Aquatics Center and Basin.	Good

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Facility	Description	Qualitative Assessment
Hansen Dam Equestrian Center	This area includes wooden stables, several horse jump arenas, a small office area, and horse training fields. Ground is level and stables are secure. There are some leaking faucets and lots of dirt and dust in the paved lots.	Good
Orcas – Gabrielino Equestrian Center	Picnic areas, tot lot, lawn, ornamental tree area. There is a horse training field to southeast of Orcas Park.	Good
Hansen Dam Golf Course	18-hole golf course with driving range, clubhouse, restrooms and parking, all well-maintained.	Good

4.7 Projected Future Population Growth and Demographic Shifts

The population of Los Angeles County as enumerated in the 2000 Census, was approximately 9.6 million people, with approximately 20% living within the San Fernando Valley, within a 30-mile service radius of Hansen Dam Basin (source: U.S. Census, 2000). A 2007 forecast prepared by the California State Department of Finance suggested that by 2010 the county's population would approach 10.5 million people, and by 2020, approximately 11.2 million people (State of California 2007). The current economic climate may temper this growth rate, which represents 17% from 2000-2020, and 7% from 2010-2020. Over the long term it is anticipated that the County's population will increase placing demands on existing recreation amenities.

State data also suggests that the age cohorts with the largest projected growth rates from 2010 to 2020 are those aged 70-74 which is a 51% increase, ages 65-69, a 50% increase, and 60-64 which is a 32% increase. By contrast, the share of the population that is aged 10-19 is anticipated to decline by over 15% during the period. These figures reflect the aging of the "Baby Boom" generation, whose members have sought to maintain an active lifestyle, including pursuing a range of low-impact recreation activities such as fitness walking and biking, as well as higher intensity sports like tennis and skiing. This demographic shift may suggest a need to provide and maintain venues for these activities, while also providing for athletic fields that can support team and league activities oriented toward younger participants.

Los Angeles County is also ethnically diverse. Hispanic residents are projected to comprise the largest share of the population in 2020, at approximately 52%. This mirrors the statewide trend: by 2020 California's population of European descent will have grown only 4%, while the Hispanic population will have grown 58%, and the Asian/Pacific Islander population will have grown 55%. The African American population will have grown 20%, and American Indian population will have grown 29%. %. Recreation preferences are shown to be linked to cultural and ethnic values. Amenities must be responsive to the values of the market demographic.

U.S. Department

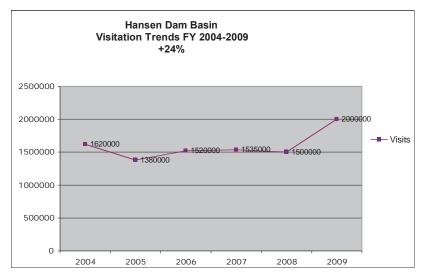
of Transportation Federal Railroad

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Visitation Trends at Hansen Dam Basin and Related Amenities

Figure 4.1 illustrates trends in visitation in the recreation from Fiscal Year 2004 through 2009. Trends are based upon estimates generated from actual enrollment numbers in recreation teams and leagues, attendance at permitted special events, and golf course rounds.



Visitation estimates suggest a 24% increase in number of visits and visitor hours during this timeframe, with most of the increase occurring between 2008 and 2009. Recreation managers attribute the 2009 increase to two factors:

- The economic downturn resulting in greater active participation in lower-cost or free recreation amenities. One example is the observed increased use of city-operated golf courses, which are substantially less expensive than private amenities.
- New amenities, including the universally-accessible playground, and planned amenities scheduled to be added at or next to the Basin, including opening a Children's Museum, ranger station, and youth campground which generate additional interest in the Basin even though the amenities are not yet available.

Looking into the future, it is reasonable to assume that visitation would remain roughly stable at 2009 levels, at the most conservative projection, or grow at the projected rate of population increase of approximately 7% by 2020. Should the economic outlook remain poor, a more significant increase might be observed.

There are a number of regional-scale recreation amenities within a 30-mile service radius of the Basin that are also attractive destinations for area residents. The 30-mile service radius reflects the Corps guidance, see Appendix A, as well as related Los Angeles County level of service

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standards for regional parks that indicate a 25-mile service radius. Appendix E, Map 15 illustrates regional amenities near the Basin. Map 12 also shows that the northern portion of the service area also encompasses the Angeles National Forest, as well as the San Gabriel Wilderness Area.

There are significant public land resources available to potential visitors. Table 4.2 illustrates the total park acreage within Los Angeles County. The range of recreation options within and adjacent to the County is very diverse and responds to a broad spectrum of recreation and leisure preferences. County-wide studies assessing future needs for recreation amenities are not presently available. The City of Los Angeles Department of Recreation and Parks completed a citywide community needs assessment in 2009. The objective of the City's needs assessment was to develop strategies to help prioritize and address the challenges the City faces in developing or planning for the provision of recreation amenities, such as:

- Acquiring additional recreation and park land and finding opportunities for the reuse of land already in the public domain.
- Updating existing recreation amenities requiring improvements.
- Preventing future maintenance problems through effective asset management of public amenities
- Offering positive recreation alternatives to an increasingly dense and urbanized population.

The needs assessment included a comprehensive community outreach and input process that engaged community leaders, stakeholders and the public across the City through a series of one-on-one interviews, focus groups and community forums followed by a statistically valid, mailphone citywide household survey of almost 3,000 residents. Key findings from this survey as summarized below help to inform the Corps' understanding of recreation needs and trends that may have an impact on amenities at Hansen Dam Basin (Figure 4.2).

Key findings from the City's needs assessment are summarized below.

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Table 13.2 Acres of Recreation Lands in Los Angeles County

Acres of Recreational Lands in Los Angeles County

Acres (Using 2008 Thomas Brothers Map)	Park	Open Space	Beach	Ecological Preserve / Estuary	Fairground	Historical Park	Historical Point of Interest	Recreation Area	Wilderness Area	Wildlife Refuge	Zoo	Forest	Gost Course	TOTAL
City of Los Angeles	11,906		166	518			46	1,123		177	103		1,523	15,582
Other Ottes in Los Angeles County	15,991	2,822		214		10	1	2,274	1,177	137			5,123	27,757
Los Angeles County	6.233	58	2,000	134		1,301		1,106		2,019			1,093	18,641
State of California	33,833		707	37	470			24,160						58,727
Private	67							3.271					5,486	8,964
Santa Monica Mountains Conservancy	17,519	4.993		870	170									23,382
Federal Government	1,516		. 0					4.366	35,410			645,490		686,768
Unknown	225												116	341
TOTAL ACRES	87,280	7,873	2,873	1,773	640	1,346	47	36,290	36,587	2,333	103	645,496	13,341	
ACRES PER 1000 PEOPLE IN THE CITY (Using 2006 Census Est. 9,948,081)	Pate	Open Space	Beach	Ecological Preserve / Estuary	Fairground	Historical Park	Historical Point of Interest	Recreation Area	Wilderness Area	Wildlife Refuge	Zoo	Forest	Golf Course	TOTAL ACRES
City of Los Angeles	1.197	0.000	0.017	0.052	0.000	0.000	0.006	0.113	0.000	0.016	0.010	0.000	0.153	1.564
Other Oties in Los Angeles County	1.607	0.284	0.000	0.022	0.000	0.002	0.000	0.229	0.110	0.014	0.000	0.000	0.516	2,790
Los Angeles County	0.627	0.006	0.201	0.013	0.047	0.133	0.000	0.111	0.000	0.203	0.000	0.000	0.110	1.452
State of California	3.401	0.000	0.071	0.004	0.000	0.000	0.000	2,429	0.000	0.000	0.000	0.000	0.000	5.903
Private	0.006	0.000	0.000	0.000	0.017	0.000	0.000	0.329	0.000	0.000	0.000	0.000	0.551	0.903
Santa Monica Mountains Conservancy	1.761	0.502	0.000	0.067	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.350
Federal Government	0.162	0.000	0.000	0.000	0.000	0.000	0.000	0.439	3,659	0.000	0.000	64.990	0.000	69.037
Unknown	0.023	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.012	0.034
TOTAL ACRES	2.774	0.791	0.299	0.172	0.064	0.135	0.005	3.648	2,678	0.235	0.010	64,006	1.341	84.034

Notes:

Population 2006 US Census estimate:

9,948,081(2000 census: 9,519,536)

Data Source
Thomas Brothers 2008 GIS map Layer TBM_LACO_DWNA.

Processing Date layer contened many types of areas. Areas NOT used: Airport, Museum Park, Ceretery, Chic Cereter, College/University, Hospital, Military, Miscelleneous, Movie Studio. Dil Refinery, Prison, Received, Shopping Mall, Stadiom/Areas. Date layer lactical juristriction. Data was compared to TBM's City Soundaries layer, LAEAP's own Parks layer, property names were inspecte; web sites were consulted. Best effort was made of classify ownership of properties as shown in tobles above.

Processed by Derive Elins, NorthBourt CIS. 5/10/08.

(ARAP's Date
LARAP's own parks layers was NOT used, to help keep this analysis consistent, i.e. To use a single data source. However, the total acres derive from Thomas Brothers match LARAP's own total acres.

Acres per LARAP Parks layer. 16,565

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• Unmet citizen needs exist for a wide range of parks, trails, outdoor and indoor amenities and programs. From a list of 30 various parks and recreation amenities, respondents were asked to indicate for which ones they and members of their household have a need. The parks and recreation amenities with the highest percentage of need from respondent households are: walking and biking trails (63%), small neighborhood parks (60%), large community and regional parks (53%), shelters and picnic areas (50%) and nature trails (46%). Interestingly, these are amenities that benefit a broad constituency, not just one or two user groups. The figure below summarizes the percentage of survey respondents indicating a need for each type of facility queried (all figures taken directly from the Needs Assessment report).

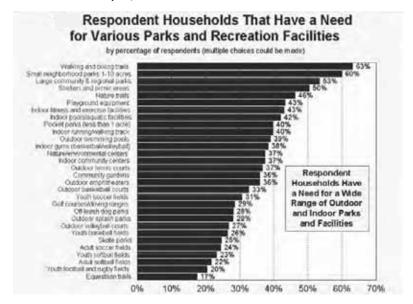


Figure 13.2 Respondent Households that Have a Need for Various Parks and Recreation Amenities

• From a list of 23 recreation programs, respondents were asked to select the four that they currently participate in the most often at the City of Los Angeles Recreation and Parks Department amenities. The programs that respondent households currently participate in most often at City amenities are: special events/festivals (8%) and youth sports programs (7%). It should also be noted that special events/festivals had the highest percentage of respondents select it as their first choice as the program they currently participate in most often at City amenities.

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Assessment of State Future Trends

The trends described above, which emphasize low impact, low density recreation, are echoed in the California State Parks' 2008 California Outdoor Recreation Plan (CORP, California State Parks, 2009).

Californians tend to participate in activities that are less expensive, require less equipment, and need fewer technical skills. Californians' top 15 activities (by participation) were:

- 1. Walking for fitness or pleasure
- 2. Driving for pleasure, sightseeing, driving through natural scenery
- 3. Beach activities
- 4. Swimming in a pool
- 5. Day hiking on trails
- 6. Wildlife viewing, bird watching, viewing natural scenery
- 7. Jogging and running for exercise
- 8. Bicycling on paved surfaces
- 9. Outdoor photography
- 10. Using open turf areas
- 11. Using play equipment, play structures, tot-lots
- 12. Organized team sports such as soccer, football, baseball, softball, basketball
- 13. Fishing freshwater
- 14. Bicycling on unpaved surfaces and trails
- 15. Surfing or boogie boarding, windsurfing

The most commonly used facility types included community/facility buildings, open spaces to play, picnic tables/pavilions, unpaved multipurpose trails and paved trails. Less than 20% of respondents reported using amusement (e.g., park train ride) areas, tennis or basketball courts, dog park areas, botanical gardens, or skate parks. The most common activities adult respondents participated in were:

- Walking (49%)
- Playing (30% e.g., Frisbee, playing catch with a ball, kite flying, playing with children)
- Sedentary activities (24%)
- Eating/picnicking (24%)

Respondents participated the least in:

- Fishing (5%)
- Active water sports (4%)
- Tennis (2%)
- Martial arts/tai chi/yoga (<1%)
- In-line skating (<1%).

When asked which recreation activities they would like to participate in more often, the majority of adult respondents chose:

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- Walking for fitness or pleasure (46%)
- Camping in developed sites with amenities such as toilets and tables (45%)
- Bicycling on paved surfaces (45%)
- Day hiking on trails (44%).

California Outdoor Recreation Plan 2008 Research suggests that this demand is from a variety of age groups including the Baby Boom generation, which continues to hike, mountain bike, kayak, and engage in other physically active, resource-based recreation. By contrast, golf and tennis are decreasing in popularity.

This state wide survey suggest a continuing future need for outdoor recreation walking/jogging/cycling paths, flexible open turf areas that are not necessarily dedicated to a particular type of programming, and opportunities for the occasional but perhaps transient high risk adventure sport.

City Projections of Potential Future Needs and Demands

The City of Los Angeles Recreation and Parks Recreation Managers provided their views on future needs and Basin utilization as well as issues and concerns related to facility crowding, carrying capacity, and long-term sustainability. Though no Basin-specific visitor surveys were conducted, recreation managers' observations help predict potential future needs and demands. Recreation managers for the City indicated that the most popular areas in the Basin are:

- The Sports Complex
- The Aquatics Center including fishing areas
- Hansen Dam Park, including the playground and trails. Trails on top of the Dam are very popular.
- Lake View Terrace
- Gabrielino Park
- The Golf Course

Recreation managers indicate that none of these areas are so heavily utilized as to suggest that future management actions may be required to address potential resource impacts associated with a large number of visitors. Demands for these amenities are highest on the weekends; during the week, demand is reasonable and readily managed.

Public demand is high for soccer, baseball, and for open turf fields that can support flexible programming and are not dedicated to one particular use. Recreation managers report that demands are high for these amenities throughout the City and not just within the immediate service area covered by the Basin.

Recreation managers were queried about visitor use patterns, movement between amenities, and needs for improved connectivity within the Basin, and from the Basin to adjacent neighborhoods. Use patterns tend to vary depending on the type of activity that a visitor engages in. For highly specialized activities/amenities, such as using the Sports Complex, visitors tend to go to the

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activity venue, participate in the onsite activities, and then leave. Visitors participating in more generalized activities, including full day users, may move between Basin facilities. For example, some visitors may use the aquatic amenities and then visit the playground.

Recreation managers felt positively in regard to connectivity between amenities within the Basin and externally to adjacent neighborhoods. Recreation managers will look to improve connections before the Children's Museum opens, although it should be noted that the museum is not on Corps Basin land but accessible from it.

Recreation managers assessed the potential need for additional parking, restrooms, and related support amenities. No chronic parking issues were reported such as visitors parking on grass, or illegally on roadways that were viewed as requiring management actions. The overlook occasionally experiences issues in the early morning and later in the evening, and recreation managers are considering expanding the parking lot, more effectively delineating spaces, and providing curbs and bollards to keep visitors in designated areas.

Restrooms can face heavy pressure during highly attended events, such as the annual 4th of July celebration that drew an estimated 25,000 people in 2009. Additional amenities may be needed. Installation of portable restrooms in the short term may help alleviate this pressure.

Conclusions

Hansen Dam Basin provides a diverse array of recreation experiences, from "traditional" batand-ball active athletics, an aquatics facility with a zero depth entry pool, fishing amenities, a Universal Access Playground, multi-use trails, and a golf course. Additional amenities under construction include a youth campground, ranger station, and skate park.

Projected visitation at the Basin through 2020 is estimated to remain stable at 2009 levels, in the most conservative projection, or grow at a rate equal to or exceeding the projected population increase of approximately 7%. This growth in visitation suggests additional demands for active athletic playing fields, and lower impact amenities such as trails and picnic areas in response to desires for more "green breathing space".

Basin carrying capacity, which includes both an environmental dimension, "how much use can the resource support without being compromised?", and a social dimension "how much use can occur before the quality of visitor experience is diminished?", presently appears to be in balance. Since it is estimated that visitation will continue to increase, future land use development plans and studies will be required to account for population growth, balance recreational diversity, and accommodate new demands within a developed footprint in a manner that is environmentally and economically sustainable.

13.8 Existing Environmental Conditions

An EA has been prepared in conjunction with this Master Plan to comply with NEPA, other Federal laws, Executive Orders, and Corps' guidance. The EA describes the physical land resources, air quality, noise conditions, biological resources including Federally-threatened and

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endangered species, cultural resources, hazardous and toxic wastes, socioeconomics, environmental justice, traffic and transportation, utilities, esthetics, recreation resources, public health and safety, and sustainability. Other information includes the environmental consequences of the Recommended Plan, consultation and coordination with interested parties.

4.9 Constraints

The primary constraint for land uses within the Basin is the periodic inundation of portions of the Basin for downstream flood risk management. Areas within the Basin have been identified according to topographic analysis reflecting the level of flood inundation, and activities and structures that may occur within each area of the Basin. Table 4.3, based on CESPD R 1110-2-1, provides the acceptable uses of each inundation category, including appropriate structure constraints and appropriate recreational or other uses.

The frequency, extent, and duration of flood inundation must be considered in the management and appropriate use of the Basin. As part of this updated Master Plan, the filling frequency curves have been recalculated and maps have been developed that illustrate flood stage elevations for the 10-, 50-, and 100-year floods. Appendix E, Map 16 illustrates locations of existing recreation amenities with flood line elevations.

Table 13.3 Minimum Criteria for Basin Land Use						
Evaluation Frequency	Development Constraints	Acceptable Land Uses				
Up to 10-yr flood	Subject to prolonged inundation, sedimentation, and wave erosion	Structures are not recommended. Natural trails and open play fields are acceptable.				
10-yr flood to the 50-yr flood	Subject to frequent flooding, sedimentation, and wave erosion	Open or floodable structures and field amenities that can sustain inundation with acceptable maintenance cost. Concession stands with portable contents, bridle trails, shade and picnic armadas, backstops, goalposts, etc. are considered appropriate.				
50-yr flood to the 100-yr flood	Subject to periodic flooding, sedimentation, and wave erosion	Floodable structures and multipurpose paved surfaces that can sustain inundation with acceptable maintenance cost. Floodable restrooms and picnic areas are considered appropriate.				
100-yr flood to the Basin Design Flood	Subject to infrequent flooding, sedimentation, and wave erosion	Flood-proofed, closed structures are permitted. Structures conductive to human habitation are prohibited.				

Topography

The topography within the Basin is relatively flat, (Map 14) and ranges from an elevation of 1,000 feet NGVD, 1929 at the outlet works to 1,100 NGVD, 1929 feet at the east end of the Basin in the vicinity of Big and Little Tujunga Washes Areas in the Basin suitable for future

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recreation development are in the northwestern area of the Basin, which is relatively flat and above the 50-year flood elevation.





Wildlife Lake

Picnic Area

Connectivity and Accessibility

Connectivity and Access to the Basin Interstate 210 (Foothill Freeway) borders the northern edge of the Basin. The Basin is accessible from the 210 Freeway via the Osborne Street exit or Wheatland Ave. exit. From local streets the Basin is accessible from the Osborne Street, Dronfield Street, and Foothill Boulevard. Equestrians access the Basin from Little Tujunga Wash under Foothill Boulevard and the 210 Freeway. The Basin is serviced by Los Angeles County Metropolitan Authority (Metro) bus lines: 90, 91, 290, 166, 292, and 364; and City of Los Angeles Department of Transportation (LADOT) bus lines 409 and 419.

Accessibility and Connectivity within the Basin There are numerous parking lots throughout the Basin that provide access to the major amenities. Map 19 shows the location of recreation amenities and their associated parking lots and access points. Recreation amenities are located around the perimeter of the Basin minimizing recreational use impacts on the ecologically sensitive areas of the Basin.



Because the Basin is subject to inundation and sedimentation as a result of storm events, trails throughout the Basin are often washed out. These are seasonal, as trails are re-established by the equestrian community riding through the area.

Wildlife Corridors and Connectivity Habitat connectivity is an important factor for the health of fish and wildlife populations. Movement of species within or between areas of suitable habitat can be limited by the presence of barriers, which may limit the overall habitat range available.

There are two types of barriers: a barrier that is impassable under any circumstances for a particular species and a filter barrier, which may be utilized by a species under some

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circumstances. For example, most small ground-dwelling species such as amphibians, reptiles, and small mammals will not pass or are reluctant to pass over a busy roadway, retaining walls, a large area with no vegetation, fences, or other physical barriers or through filters, and are therefore less mobile than other species. Fish barriers include low or no stream-flow, culverts, dams, concrete channels, felled trees and other natural and man-made obstacles. Large mammals and birds are less sensitive to barriers.



Tujunga Wash

The Basin is located near the San Gabriel Mountains, an area of relatively high biological diversity and abundance. The Basin is connected to the San Gabriel Mountains via the Big and Little Tujunga Washes, which pass beneath Interstate 210 and provide both an aquatic and terrestrial habitat corridor. Aquatic passage through this corridor is extremely limited due to normal low flows and the presence of the Dam. Terrestrial species are able to pass into the stream corridors from the Angeles National Forest and then into the Basin beneath Interstate 210.

The Basin is not connected to any other significant natural habitats. Movement in or out of the Basin is restricted by the Dam embankment, surrounding urbanization, and roadways. As a result, maintaining open and unrestricted passage within the stream corridors for both aquatic and terrestrial species is necessary to maintain the Basin's ecological diversity.

Maintenance

A constraint to new or changed development within the Basin can be the resources needed for adequate maintenance. During economic downturns when municipal revenues are reduced, City recreation department budgets may be reduced. By contrast, when budgets are adequately funded, finding and employing trained staff may be a challenge. Compounding this problem for recreation managers is the availability of funding for capital improvements but a lack of sufficient funding for ongoing maintenance. Consequently, construction of additional recreation amenities without additional operations and maintenance funding will stretch existing park maintenance resources.

When new amenities are proposed additional maintenance resources should be identified at the outset. If additional resources are not available to meet the additional needs, fees or volunteer services may be an alternative to address resource gaps.

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RESOURCE OBJECTIVES

5.1 Resource Management

Resource management is moving towards an integrated ecological approach, as demonstrated by the changing guidance of the Federal government. In urbanized areas such as southern California, ecosystems and their various habitat communities have become severely restricted. With the surrounding environment so drastically altered, biodiversity (species richness) is reduced and landscape linkages are broken. Conservation and restoration require a redefined planning process. A Corps Master Plan must reflect the most current advances in restoration ecology and wildlife management in the context of the Corps mission, regulations, and guidance.

Science recognizes the need for habitat connectivity so that wildlife not only has the necessary space to roam, but also has genetic diversity to ensure that an "island effect" on species is not inadvertently created on remnant habitat lands. With species increasingly endangered or of special concern, objectives must consider habitat that is needed for species most at risk given current conditions at the Basin. Objectives must also anticipate changes that may alter this scenario in the future. Effective adaptive management techniques need to respond to current conditions as well as an unknown future. The following Resource Objectives are common to all land use classifications and incorporate the principles of Flood Risk Management, Safety and Security, Environmental Quality and Character, Connectivity, and Community Involvement,

5.2 Resource Objectives

Resource objectives are based on the input from stakeholders as well as Corps' guidance. Resource objectives apply to all lands managed by the Corps.

5.2.1 Flood Risk Management

The primary Project purpose is flood risk management. Flood risk management is the process of identifying, evaluating, selecting, implementing and monitoring actions to manage levels of flood risk. Land utilization for purposes other than flood risk management *must* be compatible and cannot compromise Project operations. The resource objectives for flood risk management apply to all land use classifications. Project Operations land are managed by the Corps for operations and maintenance of the Project including the Dam embankment, outlet works, spillway, access roads, and other needs associated with Project operations. In general, Project Operations land will be reserved exclusively for Corps operations unless the District Engineer finds that another use would be compatible with Corps operations and that permitting a secondary use would be in the interest of the government.

Resource Objectives

- Educate the public and stakeholders on flood risk awareness and safety issues.
- Promote installation of signage and interpretation to educate the public about the role of the Basin for flood risk management.

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Ensure that future land use proposals and activities are compatible with estimated levels
and frequency of inundation, to ensure that the Dam can be operated without constraints
that compromise downstream flood risk reduction.

Resources: EO 11988, ER 1165-2-26, ER 1110-2-240, ER 1130-2-530, EP 310-1-6a, CESPD R 1110-2-1.

5.2.2 Safety and Security

Safety includes not just safety from flood risk, but also physical safety for all persons while on federal lands. Affording persons the ability to survey one's surroundings; comprehend potential threats; report potential threats; and the ability to leave federal lands in the event of perceived danger are aspects of a safe and secure environment.

Resource Objectives

- Educate the public and stakeholders on flood risk awareness and safety issues.
- Install additional signage on any road traversing the Basin identifying that motorists are entering and/or exiting a flood-control basin.
- Ensure that infrastructure is properly maintained to avoid creating a public hazard.
- Provide means for visitors and emergency personnel to communicate quickly their specific location in the Basin.
- Safety features such as fencing, lighting, warning signs, and call boxes installed where needed and maintained.
- Maintain adequate patrols for safety.
- Design of amenities so that vandalism and other "illegal activities" are discouraged.
- Maintain a Basin safety plan that ensures that restricted areas, danger zones, and hazardous areas are clearly marked and if necessary, barricaded and closed.

Resources: EP 1130-2-550, EM 385-1-1.

5.2.3 Environmentally Quality

Environmental quality refers to the integrity and value of natural resources including land, water, air, noise, aesthetic, biological, and cultural resources. The conservation, preservation, and restoration of environmental resources are recognized as important to human welfare and quality of life. Through environmental legislation, Congress has emphasized protection and enrichment of environmental quality as priorities of the Government.

With increased urbanization throughout southern California, natural resources have become increasingly limited. The Basin provides a large open space within a densely populated urban area. Within the Basin, important natural habitats provide refuge for endangered species and species of special concern. Where practicable, these habitats should be managed or restored for protection and conservation of the species.

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The impacts of climate change expected during this century will impact storm and flooding frequency and duration, availability and quality of water, wild fires, ecosystem functions, and energy production and demand. To minimize future impacts, stakeholders must be ready to develop, implement, and assess adjustments or changes in operations and maintenance to enhance resilience or reduce vulnerability to systems and programs. Energy is a key component in reducing the impacts of climate change. Energy saving measures should be implemented and new development constructed in accordance with green building principles.

Resource Objectives

- Encourage uses, activities, management practices, and future development that conserve natural and cultural resources.
- Preserve areas containing unique, sensitive and/or significant resources to minimize
 disturbance so the integrity and values will not be adversely impacted by other uses,
 management practices, or developments within the Basin.
- Discourage uses in natural lands or open spaces that deteriorate environmental quality
 and provide environmental compensation for land uses that adversely affect the natural
 resources of an area that cannot be prevented.
- Design site, operation of facilities, and activities to avoid or minimize adverse environmental impacts per Corps' guidelines and design criteria.
- Promote use of appropriate native plant palettes in new landscaping or when rehabilitating established landscaped areas to maximize biodiversity and reduce soil erosion.
- Preserve areas of vegetation that have a cultural and/or social significance.
- Minimize conflicts between land uses, activities, and developments through buffering, screening, and other measures
- Promote land uses and activities that minimize impacts to global climate change.
- Use adaptive management to respond to changing conditions due to climate change.
- Encourage use of reclaimed water for irrigation of recreation amenities.
- Promote traffic plans that would minimize generating pollution within the Basin
- Encourage new development to be consistent with green building principles.
- Encourage sustainable design.
- Encourage new buildings achieve a Leadership in Energy & Environmental Design (LEED®) Silver or higher rating.
- Determine suitability of natural areas for either wildlife habitat or recreation before changing land use classifications.

Resources: North American Wetlands Protection Act, Aesthetic and Scenic Quality § 232 of WRDA 1996, Endangered Species Act, National Historic Preservation Act as amended, Clean Air Act, Noise Control Act, Clean Water Act, Environmental and Economic Benefits of Landscape Practices on Federal Landscaped Grounds, EO 13186 Federal Responsibilities to Protect Migratory Bird Act, EO on Federal Leadership in Environmental, Energy and Economic Performance, ER 1130-2-540.

5.2.4 Recreation

There is a critical shortage of open space within urbanized southern California. The goal is to provide quality recreation experiences including an accessible, safe and healthful environment, a

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diversity of recreation opportunities for a diverse cultural community, and maintain a harmonious balance between the natural resources of the Basin and the community's needs and desires. ER 1130-2-550 states that the primary rationale for any future recreation development must be dependent on a project's natural or other resources. Previously approved development plans for land currently outgranted for recreation are grandfathered under this regulation.

Resource Objectives

- Encourage community participation in expressing needs and desires to identify future development proposals.
- Optimize design of recreation amenities and access to minimize conflicts between activities and natural resources.
- Respect landscapes of significant and/or cultural value.

Resources: 16USC 460d, ER 1165-2-550, EP 1165-2-550

5.2.5 Connectivity

This resource places value on the movement of people between facilities in the Basin to maximize public benefit and also to minimize environmental degradation. Movement of people in, out, and around the Basin must consider various modes of transportation, individual mobility, the need for safety and to quickly evacuate during a flood event.

Resource Objectives

- Encourage identification and connection with regional trail systems and eliminate impediments to trail connections within the Basin.
- Promote safe and efficient circulation and access to the Basin's recreation facilities to control traffic and provide a link between activities within the Basin.
- Minimize impacts on natural resources by locating similar amenities near vehicular access points.
- Encourage circulation and traffic plans for optimal use of public transportation to and within the Basin.

Resources: NTSA, Trails for America in the 21st Century Act (16 USC 1245).

5.2.6 Ecosystem Restoration

Natural creeks are an integral wildlife corridor within the region. Within the Basin several tributaries of the Los Angeles River carry local run-off through the Basin to the river. With urbanization these creeks have become degraded, reducing wildlife connectivity, losing habitat value, and reducing water quality.

Resource Objectives

Encourage the restoration of creeks and streams for safe corridors for wildlife movement.

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· Restore wildlife habitat diversity and value.

Resources: North American Wetlands Protection Act, Endangered Species Act, EO 13186 Federal Responsibilities to Protect Migratory Bird Act.

5.2.7 Cultural Resources

Cultural resources play an important role in preserving the nation's heritage and history. Nature centers and interpretative panels can safely display artifacts and interpret the history of a site, while ensuring the protection of identified sites for future generations.

Resource Objectives

- Promote preservation and protection of historic and cultural sites within the Basin.
- Encourage education and interpretation aspects of cultural sites.

Resources: National Historic Preservation Act, Archeological Resources Preservation Act.

5.2.8 Community Involvement

Encourage the local community to become partners with Basin stakeholders (i.e. City) and the Corps as Basin stewards. Creating a sense of ownership empowers the local community to play an active role in future development by indentifying problems, participating in volunteer programs, identifying and protecting resources, and educating the general public about these resources.

Resource Objectives

- Volunteer programs for education and interpretation, clean-up and restoration activities, and safe accessibility of the Basin.
- Maintain communication channels among Basin users, lessees, and the Corps on the
 public's needs and desires, future development, and problems and opportunities within the
 Basin.

Resources: NEPA (42 USC 4321 et seq.), EP 1130-2-550.

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LAND USE CLASSIFICATION AND RESOURCE PLAN RECOMMENDATIONS

6.1 Recommended Land Use Classifications

The recommended land use classifications proposed in this Master Plan include: Project Operations, Recreation, Environmentally Sensitive, and Multiple Resource Management - Recreation - Low Density, Multiple Resource Management - Vegetative Management, and Multiple Resource Management - Inactive and/or Future Recreation.

Nationwide regulations and policies are outlined in Chapter 16, ER 1130-2-550 and the "Non-Recreation Outgrant Policy." The South Pacific Division of the Corps issued SPD Regulation 1110-2-1, "Land Development Proposals at Corps Reservoir Projects," to clarify acceptable guidelines for development proposals. The Corps has prepared additional guidance regarding appropriate uses within each land use classification. This guidance is intended to clarify to the stakeholders and the public what activities/events are compatible with resource goals and objectives described in Section 5 and in accordance with Corps guidance and regulations on outgranted lands.

Maps 21 and 22 illustrate recreational and restoration opportunities and are discussed in the Environmentally Sensitive, MRM Vegetative Management, and Inactive and/or Future Recreation classifications.

6.2 Recommended Actions Applicable to All Land Use Classifications

A number of recommended actions are applicable to all land use classifications. These include:

- Improve condition of existing trails and create new trails where appropriate.
 Improvement of hiking trails and other designated use trails in conjunction with other restoration measures would increase public access and awareness of the biological and other natural resources in the Basin.
 - These improvements should incorporate ecosystem restoration efforts and appropriate design and management to enhance the visitor's experience while not compromising the greater ecosystem.
- Implement policy of landscaping with indigenous native plants. Identify a plant palette of
 indigenous native plants to use in landscaping new recreation areas and replace nonnative plant material with native plants over time except where provided in association
 with a specific cultural, historical, or recreation experience.
 - Eradicate invasive exotic species, including but not limited to giant reed (*Arundo donax*), consistent with nationwide policy (EO 13112). Educate the public on the significance of the need for eradication and how action would substantially enhance the natural environment throughout the Basin. Through an Adaptive Habitat Management Plan (AHMP) an invasive species eradication program should be implemented to restore native plant communities. Through the AHMP process with interested stakeholders, create a short-term and long-range plan for plant

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replacement that seamlessly integrates native plants over time in the existing landscape.

- Recognize that the existing ornamental and turf landscape requires more water than the native plants that may replace them, and adjust irrigation practices as needed.
- If and when it becomes necessary to replace whole sections of the landscape with native plants ensure the successful establishment of the native plants by having compatible needs.
- Institute a system of way-finding using Corps signage guidelines (EP 310-1-6a, 01Jun 06) so that the public and emergency personnel are able to easily navigate the Basin
- Combine a system of GPS with trail markers to positively identify locations in the Basin
- Create signs to be placed throughout the Basin that identifies current locations of visitors as well as other amenities in the Basin.
- o Indicate on signs where park personnel can be reached in case of emergencies.
- Install signs that indicate length and physical difficulty of trails and estimated walking/hiking times. Institute sustainable resource management practices consistent with those already instated by the City.
- Continue green waste management policies for recycling of lawn clippings, shrub and tree trimmings and green debris, either on site or for composting off site.
- Implement additional "smart irrigation" systems throughout the Basin with satelliteoperated controllers that monitor weather conditions and adjust irrigation schedules accordingly. Create an education program to demonstrate how this can be adapted for residential landscapes.
- When replacing irrigation systems, identify zones with similar watering regimes and retrofit to meet these needs; avoid planting schemes where water requirements may be incompatible.
- Regularly evaluate the salinity of soils irrigated with recycled water and balance soil amendment practices to sustain habitat or landscape value.
- Develop a program to manage and recycle construction waste and provide incentives and recognition for lessees and contractors who adopt it per EO 13514.
 Identify a "green list" of contractors who have implemented strong recycling programs and encourage their participation in future projects.
- Retrofit pavement projects with the use of porous pavement alternatives where appropriate to allow for the infiltration of storm-water.
- Implement landscape-based storm-water management systems, such as bio-swales, rain gardens and infiltration areas in retrofits and new construction projects.
- Naturalize edges of stream channels and paved surfaces wherever feasible to provide a buffer and cover for wildlife, prevent erosion, and intercept sediment and nutrients from runoff.
- Develop an Integrated Pest Management program that uses alternatives to chemical fertilizers and pesticides.
- Use low-voltage solar lighting where feasible.
- Identify potential heat islands and provide landscape-based mitigation to furnish shade and evapo-transpiration.



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6.3 Recommendations Applicable to Individual Land Use Classifications

6.3.1 Project Operations

Land classified as Project Operations covers 197.8 acres, including 35.1 acres of roadways within the Basin. The classification of land as Project Operations has been expanded to the Dam embankment as well as the Dam outlet works and spillway structures.

Project Operations land is the most restrictive land use classification. This area is managed by the Corps. While vegetation or trails may be permitted within Project Operations areas, vegetation may need to be cleared out periodically to maintain flood storage capacity, trails may need to be closed off quickly in the event of eminent flooding, and trails may be closed following a storm event due to damage caused by inundation.



Project Operations

Information about flood risk management and the Dam operations could be provided at the parking lot on Osborne Street adjacent to the top of the Dam.

Recreation

A total of 229.9 acres is recommended for classification into the Recreation category.

The land use classification of Recreation is the most flexible or developable classification. This classification allows for amenities such as sports fields and associated support amenities including parking lots, restrooms, concessionaires and other amenities. Recreation areas are generally located in areas of higher elevations in the Basin as Corps policy restricts structures within given flood-line elevations or they must be mitigated for by being floodable. Requests for development for non-recreational purposes must be evaluated on a site-specific basis for compatibility.

The Recreation classification includes many of the current recreation amenities and uses in the Basin. These amenities are very popular and well-maintained by the City. The City does not have any immediate plans to change these uses. The areas included for recommendation into this classification include:

- Hansen Dam Park
- Hansen Dam Aquatic Center
- Sports Complex
- Lake View Terrace Recreation Center
- Orcas Gabrielino Equestrian Center
- Pacoima Little League Baseball Fields
- Hansen Dam Equestrian Center
- Ranger Station

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At the Orcas Gabrielino and Hansen Dam Equestrian Centers it is recommended that an overall plan for BMPs for water quality be implemented for the entire facility to include the placement and structure of wash-down amenities, manure management, dust control, and integrated pest management.

The Pacoima Little League Fields are in need of rehabilitation. These fields are in poor condition. There is visible trash, vandalism, bent and broken benches, and rusted chain link fencing. There are only portable toilets and "dugouts" are extremely small and in poor condition. This facility should receive grass rejuvenation, new fencing, new dugouts, new signage, and permanent restrooms, preferably with locker rooms. Landscaping should utilize a native plant palette including areas that provide shade cover.

A Ranger Station in the northwestern portion of the Basin adjacent to Osborne Street is currently under construction. The Ranger Station would serve as an office for park staff and a visitors' center and have parking and landscaping. The Ranger Station is to be built with City funding.



Pacoima Little League Fields

Future Ranger Station Site

Environmentally Sensitive

A total of 721.2 acres is recommended for this land use classification which was designated as Environmentally Sensitive and Recreation in the 1991 Master Plan.

This is the most protected category of land use classification for vegetation, wildlife, and cultural resources. It is recommended that the areas under this classification include lands surrounding Big and Little Tujunga Wash and the wildlife lake. The endangered least Bell's vireo and coastal California gnatcatcher have been observed in this area (see Map 18) as well as the San Fernando Valley spineflower and the Santa Ana sucker. This classification would severely restrict activities and use of the area. It would provide a high level of protection of the area to preserve the habitat value for resident species and is compatible with Corps environmental stewardship policies and reflects community desires for protection of wildlife habitat. Activities such as hiking, bird watching, and photography are permitted under Corps guidance. Unpaved trails transect the area and are used by equestrians and are accessible from a number of areas within the Basin (see Map 19).

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Several areas are degraded and it is recommended that these be restored, specifically the area west of Little Tujunga Wash, south of the 210 Freeway. A large patch of *Arundo donax* as indicated on Map 17, should be removed as it has the potential to spread throughout the Basin.

The area east of the Equestrian Center is currently ornamental trees and maintained lawn. It is recommended that this area be converted to the mixed sage scrub that surrounds it. It will also be important to watch for infestations of non-native plants throughout the entire area and take steps to quickly remove them in order to preserve as high a quality habitat as possible.

MRM - Recreation - Low Density

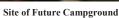
Approxemately 273 acres are recommended for this land use classification. The areas proposed for this classification include the youth campground, several open "play" areas and the Hansen Dam Golf Course.

The classification of MRM – Recreation – Low Density recognizes areas that have less intensive recreation uses such as picnic areas and open play areas. Special events may be permitted in these areas on a case by case basis and must be compatible with the surrounding area to limit impacts to adjacent areas. Special events must comply with guidelines established by the Corps included in Appendix A-5, Special Events Policy.

The youth campground is located in the southwestern area of the Basin adjacent to the Dam. The camping area will consist of six tent pads, a concrete slab for a dining tent, restroom amenities, a sewer pump station, and sewer and water lines. The campground is cost shared by the Corps and the City. Recommendations for future improvements of the campground include installing interpretive signs about the natural history of the area and watershed. The City has incorporates many sustainable practices into the management of its golf courses. These practices include:

- Smart irrigation
- Mulching lawnmowers that keep grass clippings in place
- Green waste taken to Griffith Park and composted.







View from Future Campground

The use of recycled water is proposed at the Basin through construction of water lines from the Donald C. Tillman Water Treatment Plant in Sepulveda Dam Basin. It is recommended that the

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City undertake an environmental audit of golf course maintenance practices. Factors to be considered in an audit would include an investigation of quantities of herbicides, pesticides, fungicides, and fertilizers applied and trash disposal of ancillary operations such as the restaurant. With this information, steps can be taken to reduce the environmental impacts through implementation of Integrated Pest Management (IPM) practices and improved recycling.

MRM - Vegetative Management

A total of 10.2 acres is recommended for this land use classification.

Given its current condition, its proximity to active recreation and road, yet adjacent to the Environmentally Sensitive area, this land use classification is most appropriate designation.

6.3.6 MRM - Inactive and/or Future Recreation

Approximately 25 acres is recommended for this land use classification.

MRM – Inactive and/or Future Recreation areas include those areas that may be empty open space (including dirt lots for overflow parking) or utilized on an interim basis, such as for agriculture or special events. Careful consideration should be given to how lands classified as MRM – Inactive and/or Future Recreation are developed. Once a recreation use is established with the attendant capital investment and established user group, a change to a different use in the future may be extremely difficult. The areas recommended for this classification are shown on Map 20.

6.3.7 Easement Land

A total of 45.9 acres are private lands encumbered by Federal government flowage easements. There are no recommendations for this land use classification. The Corps retains limited jurisdiction over easement lands.

6.4 Timeline of Resource Plan Recommendations

The tables below summarize the recommendations discussed above in Section 6.2 according to their timeline for implementation.

Table 6.1 Recommended Actions for Improvement and Management Throughout Basin

Recommended Immediate Measures



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	nmended Future Measures
Action	Associated Measures
(1) Immediate Reco	ommended Measures
Native Plant Landscaping and Exotic Plant Removal	• Institute exotic plant eradication program for species such as giant reed, tree tobacco, castor bean, salt cedar must be developed in conjunction with the AHMP. A system of replacing non-natives with native species should be implemented.
Install Wayfinding	 Create a system of signage throughout the Basin that enables visitors to identify their location as well as other amenities in the Basin. Indicate on signs location of park personnel in case of emergencies, as well as emergency phone numbers. Where practicable, install signs that indicate length and physical difficulty of trails and estimated walking/hiking times. Combine a system of GPS with trail markers to identify locations.
Trail Improvement	 Enhance hiking trails and other low-density recreational features in conjunction with restoration management measures would increase accessibility to the public and facilitate more awareness of the biological resources found in the Basin. Connect trails to create loops and facilitate movement throughout Basin. Decommission disturbed trails and unofficial trails created by Basin visitors. Structure trails to discourage homeless encampments.
Implement Sustainable Resources Management	 Employ green waste management, smart irrigation, and BMPs Develop an Integrated Pest Management (IPM) program for golf course. Use low voltage solar lighting and other energy saving utilities and measures. Proper management of special events to eliminate closures of park amenities or impacts to environmentally sensitive areas. Manage fugitive dust at denuded lots. Manage special events to ensure no inappropriate use of Environmentally Sensitive and MRM- Vegetative Management Areas.
(2) Potential Imme	diate or Future Actions Specific to Land Use Classification
Project Operations	Include education about flood risk management and the operations of the Dam in interpretive signage.
Recreation	Develop BMPs for implementation at the Orcas-Gabrielino and Hansen Dam Equestrian Centers Rehabilitate and improve the Pacoima Little League Fields
Environmentally Sensitive	 Include education about flood risk management and the operations of the Dam in interpretive signage. Restore native upland, riparian, riverine, and wetland habitats. Conduct periodic biological surveys, particularly to determine presence in Basin of Federally protected species. Manage trails and vegetation to limit homeless camps.
MRM – Recreation – Low Density	Install signage with educational information regarding the Dam and watershed.
MRM – Vegetative Management	Restore wetland areas.
MRM – Inactive and/or Future Recreation	Investigate potential for development of model airplane field for electric planes.

Land Use Classification and Resource Plan Recommendations



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6.5 Economic Feasibility

Economic feasibility involves demonstrating the economic value of implementing recreation development plans that are sustainable over time in terms of public needs and desires, use and perception, and operation and maintenance. It is recognized that well maintained recreation amenities are well used and those that are not have little interest from the public and are often considered unclean and/or unsafe and decline further. When this happens, it often costs more to refurbish and rehabilitate amenities or implement new ones than providing a carefully constructed operations and maintenance program.

While no specific plans are considered under this updated Master Plan, future plans proposed for recreation development are guided by Corps policies and guidelines for demonstrating the need and economic feasibility of such proposals. This includes documenting financial capability on the part of the proponent, sufficient funding to complete the proposal, as well as long term operation, maintenance, and repair. The proponent must also show the economic need for the project by providing market survey information to indicate community desire and the need for the project to indicate its future community use and intrinsic value.

If a proponent is not able to provide funding through normal budgetary means to maintain quality and use to a safe and clean standard, funds for operation and maintenance may need to be found elsewhere. This may involve the charging of use fees for certain activities such as ball fields, group reservations and special events (fees are subject to District Commander approval). Other sources include state and local funding sources, trusts, and private organizations to help defray costs. Public volunteer programs to staff amenities such as nature areas and visitor center could be pursued.

Hansen Dam Basin Master Plan and Environmental Assessment

7 CONCLUSION

The Federal government owns and the Corps manages eleven Basins in southern California with the primary purpose of flood risk management. Since the Basins are "dry" most of the year, holding water only after storm events occur (usually December through March), the Basin may also be used for other purposes, primarily recreation that may not impede Project operations. Over sixty (60) years of Federal laws and regulations have empowered the Corps to work with local interests to develop, construct, operate, and maintain recreation amenities within the Basins serving community needs.

The Corps leased to the City of Los Angeles through its Department of Recreation and Parks a significant portion of land in the Basin to the City for recreation purposes. Over the last fifty (50) years the Corps and the City have developed a variety of recreation amenities with Federal and City funds through cost sharing agreements. Amenities include ball fields, picnic areas, trails, and lakes. The City has also independently developed recreation amenities.

The Master Plan is a tool for the Corps, stakeholders, and public interests to guide future development in the Basin. Corps regulations and policies guide the development of amenities through the Master Plan. This Master Plan is an update of the last Master Plan for Sepulveda Dam Basin completed in 1981. Although Corps regulations recommend the update of a Master Plan every five (5) years, Federal funding is not always available to initiate and complete this process. As a result, this Master Plan incorporates a longer time frame into it, identifying short and long term recommendations for recreation development, amenity maintenance, restoration of native habitats, and other actions. This has been accomplished through a process which has:

- Identified existing recreation amenities and other facilities within the Basin,
- Incorporated the local community's needs and desires for recreation development,
- Developed resource goals and objectives, and
- Developed additional policies to facilitate these goals and objectives.

As a result, this Master Plan identifies land use classifications for the Basin based on this process within the definitions of Corps regulations. This will guide interested parties for future development through years to come to preserve and protect the Nation's lands and resources.

Conclusion 7-1

Hansen Dam Basin Master Plan and Environmental Assessment

Hansen Dam Basin Master Plan and Environmental Assessment

8

APPROVAL

I have reviewed this Updated Master Plan and Environmental Assessment for Hansen Dam Basin prepared by my staff for the guidance of future development for recreation and environmental stewardship efforts within the Hansen Dam Basin located in the City of Los Angeles, Los Angeles County, California in keeping with the Corps' mission, values and vision.

This Master Plan is technically sound, environmentally acceptable, and meets the appropriate requirements of Corps' regulations guiding the development of Master Plans for Corps' water and land resource projects.

Therefore, I approve this Master Plan for Hansen Dam Basin as presented, subject to updates as needed for the benefit of flood risk management, public use, and environmental stewardship.

Date

R. Mark Toy, P.E. Colonel, US Anny

Commander and District Engineer

Hansen Dam Basin Master Plan and Environmental Assessment

Hansen Dam Basin Master Plan and Environmental Assessment

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ACRONYMS AND GLOSSARY

ac-ft acre-feet

ARRA American Recovery and Reinvestment Act

BMP Best management practices
CEQ Council on Environmental Quality
CFR Code of Federal Regulations
cfs cubic feet per second
Corps U.S. Army Corps of Engineers

CWA Clean Water Act

dB Decibels

DSAC Dam Safety Action Classes EA Environmental Assessment EC Engineering Circular

EIS Environmental Impact Statement

EM Engineer Manuals
EO Executive Order
EP Engineer Pamphlets

EPA Environmental Protection Agency

ER Engineer Regulations FCA Flood Control Acts

FONSI Finding of No Significant Impact LACDA Los Angeles County Drainage Area

MP Master Plan

MRM Multiple resource management
NEPA National Environmental Policy Act
NGVD National Geodetic Vertical Datum

P.L. Public Law

SCAB South Coast Air Basin

SCAQMD South Coast Air Quality Management District

SPD South Pacific Division

USEPA U.S. Environmental Protection Agency USFWS U.S. Fish and Wildlife Service WRDA Water Resources Development Act

Acronyms and Glossary 7-1

Hansen Dam Basin Master Plan and Environmental Assessment

Abutment A geological feature that each end of a Dam is tied into for support.

Archaeological resources Surface or buried material remains, buried structures, or other items used or modified by people.

Basin Land area comprised of all Federal lands managed by the Corps that were acquired for the construction, operation and maintenance of the Whittier Narrows Dam Basin.

Channel Portion of the project carrying flow may be described as: natural, constructed, riprapped, concrete, trapexoidal, leveed, overbank, low flow, bypass etc.

Dam Barrier built to hold back flowing water.

Discharge Volume of water that passes through a given cross-section per unit time; commonly measured in cubic feet per second (cfs) or cubic meters per second (m3/s); also referred to as flow. In its simplest concept discharge means outflow; therefore, the use of this term is not restricted as to course or location, and it can be applied to describe the flow of water from a pipe or from a drainage basin.

Drainage area Area of a stream at a specified location is that area, measured in a horizontal plane, which is enclosed by a drainage divide.

Easement Lands Land over which the Federal government acquired an interest in real estate to support construction, operation and/or maintenance of the project. Not equivalent to fee title.

Ecosystem Management An ecosystem is a dynamic community of biological organisms, including humans, and the physical environment in which they interact. Ecosystem management by the Corps is a proactive, goal-driven approach to sustaining ecosystems and their values. The Corps will manage communities to promote regional environmental values occurring on project lands toward sustaining ecosystems in which the project lands and waters occur. Such ecosystems and communities will be identified in resources objectives and/or land use classifications contained in the Master Plan and the OMP. Preferential treatment will be given to the management of ecosystems, communities, and habitats identified as having special status species. (ER 1130-2-540 15 Nov 96 2-2 f. (1)(a))

 $\label{lem:bankment} \textbf{Embankment} \ \ \textbf{Bank} \ \ \text{of earth, concrete, or other material constructed to hold back water.}$

Endangered Species Any species which is in danger of extinction throughout all or a significant portion of its range, and has been so listed by the FWS/NMFS at 50 CFR 17.11 and 17.12.

Enhancement Enhancement measures/activities are those measures/activities taken above a stewardship level (i.e., level of required to sustain fish and wildlife resources for the life of the project), and those measures/activities which produce an increase or concentration of animal numbers for the purpose of recreation benefits. Historically the term "enhancement" has been used an indication of a net habitat improvement over the without project condition. However, this term now implies making the habitat better for some species than it would have been naturally in the absence of human intervention. Since this goes beyond the goal of ecosystem restoration, the use of the term, enhancement is rarely appropriate in Corps documents.

Flood Risk Management Flood risk management is the process of identifying, evaluating, selecting, implementing, and monitoring actions taken to mitigate levels of risk. Scientifically sound, cost-effective, integrated actions are taken to reduce risks. Social, cultural, ethical, environmental, political, and legal considerations are accounted for in the process.

Floodplain The lowland that borders a river, usually dry but subject to flooding.

Acronyms and Glossary 7-2 References

Hansen Dam Basin Master Plan and Environmental Assessment

Groundwater Water in the ground that is in the zone of saturation, from which wells, springs, and groundwater runoff are supplied.

Historic archaeological resources Archaeological sites whose deposits that post-date European contact.

Interpretive Services Communication and education processes provided to internal and external audiences which support accomplishment of Corps missions, tell the Corps story, and reveal the meanings of, and relationships between natural, cultural, and created environments and their features.

Invasive Species A species whose introduction does or is likely to cause economic or environmental harm or harm to human health. A species that is non-native to the ecosystem under consideration and whose introduction causes or is likely to cause economic or environmental harm or harm to human health.

Invert As used in hydraulic engineering, the bottom or lowest point or elevation of a structure such as a pipe, conduit or channel

Land Allocation The identification and documentation of lands at Civil Works projects in accordance with the authorized purposes for which they were or are to be acquired. There are four primary land allocation categories applicable to Corps projects: (1) operations (i.e., flood control, hydropower, etc.), (2) recreation, (3) fish and wildlife, and (4) mitigation.

Land use classifications All lands are acquired for authorized project purposes and allocated for these uses. The classification process is a further distribution of project lands by management categories, which based upon resources available and public needs, will provide for full utilization while protecting project resources. (EP 1130-2-550 15 Nov 96 1-4.d.)

Market Area The geographic range that people are expected to reasonably travel from to visit the Basin area.

Master Plan A conceptual document guiding the Corps responsibilities pursuant to Federal laws and regulations to preserve, conserve, restore, maintain, and manage the project lands, waters, and associated resources. The plan addresses all resources including but not limited to fish and wildlife, vegetation, cultural, esthetic, interpretive, recreation, mineral, commercial, and outgranted lands, easements and water. The Master Plan is the document that organizes authorized activities, i.e., established by project specific authorities as well as general authorities for stewardship responsibilities which guide the project's role within the region, watershed, and ecosystem.

Mitigation Mitigation measures authorized by Congress or approved by Headquarters compensate for ecological resources unavoidably and adversely affected by a Corps project. Mitigation includes stand-alone projects; work undertaken concurrently with project construction; and operation, maintenance and management measures. (ER 1130-2-540 15 Nov 96 2-2 (6)(b)

Multiple Resource Management Lands managed for one or more of, but not limited to, these activities to the extent that they are compatible with the primary allocation(s). The activities should be fully explained in the narrative portion of the Master Plan.

Native Species With respect to a particular ecosystem, a species that other than as a result of an introduction, historically occurred or currently occurs in that ecosystem.

Non-statutory Mitigation The definition of mitigation is broadened to include "all measures necessary to make the Corps project whole." No specific statute may address these actions, yet damages are incurred and appropriate mitigation should be provided. Non-statutory mitigation actions may take the form of actions to restore project value, such as replacing trees, soil stabilization, and providing new, relocated, or replacement amenities.

Acronyms and Glossary 7-3 7-3

Hansen Dam Basin Master Plan and Environmental Assessment

Outgrant Authorizes a non-Federal entity the right to use Army-controlled real property. It is a written legal document that established the timeframe, consideration, conditions, and restrictions on the use of Army property.

Outlet works The hydraulic structure that controls the flow of water through a dam, usually consisting gates upstream of a lined conduit or pipe.

Outreach Activities Communication efforts involving programs that reach diverse populations such as students, teachers, organized groups such as Boy Scouts, Girl Scouts, 4-H, and the general public, beyond the physical boundaries of Corps projects and amenities.

Planning Area The planning area is a geographic space with an identified boundary that includes the area identified in the study authorizing document and the location of alternative plans which are often called project areas. The locations of resources that would be directly, indirectly or cumulatively affected by alternative plans are also called the affected area.

Recreation – **Low Density** Recreation activities such as hiking, primitive camping, wildlife observation, hunting, or similar low density recreation activities.

Recreation Land developed for intensive recreation activities by the visiting public, including developed recreation areas and areas for concession, resort, and quasi-public development. At new project, recreation areas planned for initial development will be included in this classification. Future areas will be classified as multiple resource management until initiation of the development.

Resource Objectives Clearly written statements that are specific to a project or group of projects. They specify the attainable options for resource development and/or management. They must be consistent with authorized project purposes, Federal laws and directives, regional needs, resource capabilities, and expressed public desires.

Special Event Special events at Corps' Basins such as water carnivals, fishing tournaments, boat regattas, music festivals, dramatic presentations, and other special recreation program of interest to the general public.

Spillway Hydraulic structure whose purpose is to bypass flow that exceeds the storage and/or release capacity of a dam.

Stewardship Natural resources management through a stewardship concept ensures the conservation, preservation, or protection of those resources for present and future generations. Stewardship focuses on sustaining ecosystems. Stewardship shall be applied in a biological community context, thereby providing protection for the existing species populations, communities, habitat types and ecosystems.

Traditional cultural properties Places associated with the cultural practices or beliefs of a living community. The significance of these places sites is derived from the role the property plays in a community's cultural identity as defined by its beliefs, practices, history and social institutions.

Watershed An area characterized by all direct runoff being conveyed to the same outlet. Similar terms include basin, drainage basin, catchment, and catch basin. A part of the surface of the earth that is occupied by a drainage system, which consists of a surface stream or a body of impounded surface water together with all tributary surface streams and bodies of impounded surface water.

Acronyms and Glossary 7-4 References

Hansen Dam Basin Master Plan and Environmental Assessment

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References 7-2

Submission 1441 (William McCoy, August 29, 2014)

Palmdale - Burbank - RECORD #504 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Project Email Submission Method: First Name: William Last Name: McCoy

Professional Title:

Business/Organization:

Address: 9959 Rancho Caballo Drive

Apt./Suite No.:

City:

State: CA **Zip Code**: 91040

Telephone:

Email: mccoyart@yahoo.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Sirs:

Our neighborhoods of Shadow Hills, Sun Valley, La Tuna Canyon, Verdugo Hills, Lakeview Terrace, Burbank, et. al., were recently astounded and appallaed when we saw your publications showing a huge yellow swath of "potential" routing area to be devastated if the HSR comes through—on the most direct way to Burbank Airport—which was "chosen" as the stop of choice when it was realized that a station in San Fernando was still some distance away from the population centers. The only problem with THAT logic is that IT ASSUMES THERE WILL BE POPULATION LEFT THERE TO "SERVE"! (Perhaps NOT so much, after this proposed route's construction process forces them to move away).

To adapt an old saying, "Hell hath no fury, like local neighborhoods scorned." And while it may not have been your intent to alarm everyone, you HAVE done so royally, and it ain't a pretty sight.

Frankly, there is NO PLACE through which the HSR line can run within the scope of that yellow "swath" on the way to Burbank Airport (even if "the swath" IS supposed to be 10 miles wide) that will not thoroughly disrupt the lives and property values of a few hundred thousand people, plus traversing an environmentally and ecologically sensitive area including known wildlife migration paths, the last zoned equestrian area in LA County, two major highways, at least a thousand private residences and hundreds of commercial properties (many of them small businesses run by the folks who live in those endangered homes). You have managed—apparently with a single pen-stroke—to obliterate the property values of a large part of the population within that area; not just of those whose homes will actually be destroyed by the construction, but also those others who are anywhere near it by a mile or more on either side. This route takes it right through the middle of town, no matter WHERE within that 10-mile breadth it comes. At least on the proposed route paralleling the 14 highway and through San Fernando, part of the time the HSR would run within or alongside the rights-of-way of either the highway or conventional railroads, as well as more lightly-built industrial areas. Even with that, there ARE still areas in Acton and Santa Clarita in which residential neighborhoods will be destroyed.

Submission 1441 (William McCoy, August 29, 2014) - Continued

Perhaps one of the stupidest parts of this potential Palmdale-Burbank route is the need for creation of an ungodly-long tunnel under the San Gabriel mountain range which will be necessary in order to avoid the HSR's inability to vary more than 1% or 2% in grade. Being in the middle of a tunnel of that length under the mountains (20 miles? 30 miles?) is the LAST place I'd want to be when the "big one" (8 or 9 or 10 on the Richter scale) hits. Hypothetically, when that happens, it won't make any difference HOW freaking fast the thing is, because the system is designed to shut down if it senses a tremor larger than a certain strength. The route between San Francisco and Los Angeles (as surely you know) crosses one of the world's most active earthquake zones, and one of the world's biggest geological fault lines (the San Andreas plus all its "tributaries" and parallels). The fact that the HSR route—in virtually its entirety—runs atop and parallel to this network means that one major earthquake anywhere along this length could cause problems over a long stretch of the line that will take both time and a lot of treasure to rebuild. Not only that, but huge amounts of prime farmland in the San Juaquin Valley will be purloined and destroyed if the HSR goes through.

Further, who is going to ride it? Will it be full? Will ridership be sufficient to ever equal or support the cost of operation and maintenance for such a high-tech fantasy? There are already cheap airfares between SF and LA. While some argue that people in Central California might go to SF or LA, the likelihood of large chunks of population from Fresno or Bakersfield going either direction on a regular basis is wishful thinking at best. The HSR can't compete in cost or ridership. It is unlikely to ever break even, much less ever make a profit—Amtrak? With the same amount of cash, just create a "state commuter airline" that flies cheap-fared planes every hour between Sacramento, San Francisco, Burbank, LAX, and San Diego—it'd be a hell of a lot cheaper, and there would be money to spare to operate it for years to come. Oh, I forgot, Southwest already does that. The argument that it would remove traffic from the highways doesn't hold water either; NO AMOUNT OF RIDERSHIP is going to remove 2 or 3 thousand cars from the LA or SF freeways all at once; you'd have to get that many off all at one time before it'd even be noticed.

In short, the TRUTH of the matter is, that the WHOLE FREAKING PROJECT IS BEING BUILT ON THE BASIS OF NOTHING BUT "PROJECTIONS"! There is little hard data to support ANY of it, and only if you stretch it to the breaking point and obscure huge parts of it with double-speak. No government project EVER comes in under, or even ON, budget. Add the cost of the San Gabriel tunnel onto what has already been "projected". "Chunnel" anyone? Distance about the same; the only advantage is, this proposed HSR route doesn't have an ocean over it as well.

I urge you to reconsider this ill-imagined and ill-advised routing proposal and remember that while you may be serving at the will of the governor, ALL OF YOU (including him) SERVE AT THE WILL OF THE PEOPLE. I've come to believe that the voting populace was sold a "bill of goods" when HSR was put on the ballot and squeaked by, but people don't LIKE being duped into voting for something that later turns out to be a dumb idea, especially when their pockets are being picked at the same time. California is a state with a history of "un-voting" referenda, and that is highly likely to continue. HSR SOUNDS like a good "idea"—in theory—but in practicabillity it will be ANYTHING but a great idea, and also not a great "legacy" for the governor. Instead—if built—it will go down in history as one of the greatest boondoggles the world has ever seen.

Stop it NOW—stop ALL of it—before it goes further and is stopped after even more billions of taxpayer dollars are thrown down the tubes for "studies" or (heaven forbid), major construction. Does the term "super-conducting super-collider" ring any bells? What about the SST?

Sincerely, (in opposition to the whole HSR thing after really thinking about it, even though I previously, naively, was in favor of it),

Submission 1441 (William McCoy, August 29, 2014) - Continued

William McCoy

mccoyart@yahoo.com

9959 Rancho Caballo Drive Sunland, CA 91040

(818) 273-4195

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter :

Submission 1442 (Peter McGaath, August 6, 2014)

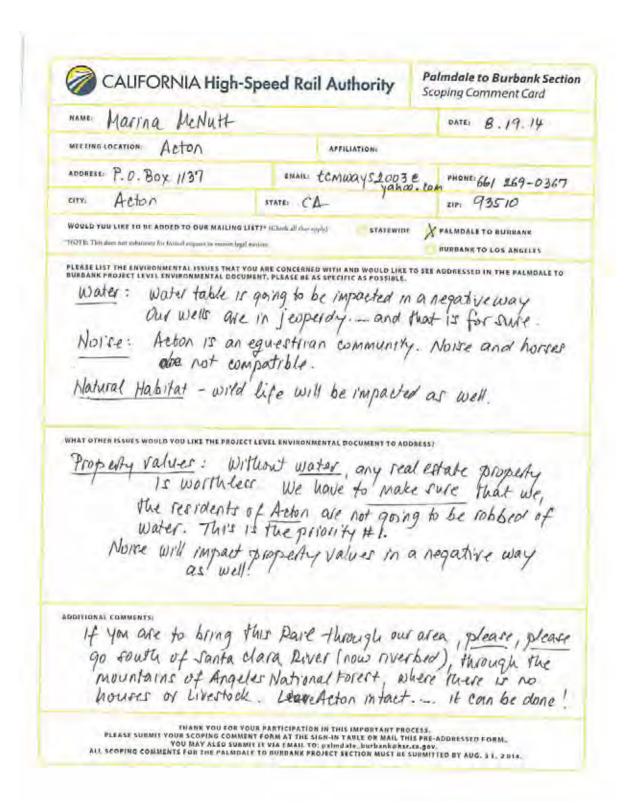
		Rail Authority	Scoping Comment Card	
NAME: PETER MIG			DATE: 8/4/14	
MEETING LOCATION: BURBA	nK	APPILIATION:		
ADDRESS:	EW	MI E	PHONE:	
CITY	STATES	STATE: ZIP:		
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Submission 1443 (Shannon McGinnis, August 12, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Shamp McGanis	DATE: 8/12/14
MEETING LOCATION: Sylvar Gorary AFFILIATION: 37	keholder
ADDRESS: 123) Halle Dr MAIL Shann Has	PRIMITE INC
CITYI Cagal Canyon STATES CA	/zip: 91342
WOULD YOU LIKE TO BE ADDED TO JUR MAILING LIST?" (Check all that apply) NEYL'F: This does not substitute for formal request to receive legal monoces.	E PALMDALE TO BURBANK BURBANK TO LOS ANGELES
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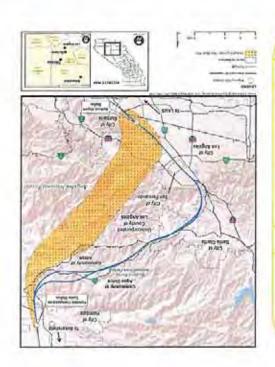


Submission 1444 (Marina McNutt, August 20, 2014)





Submission 1444 (Marina McNutt, August 20, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Los Angeles, CA 90012 700 North Alameda Street, Room 3-532 California High-Speed Rail Authority Project Level EIR/EIS Attention: Palmdale to Burbank Section Director of Environmental Services Mark A. McLoughlin

By Mail:

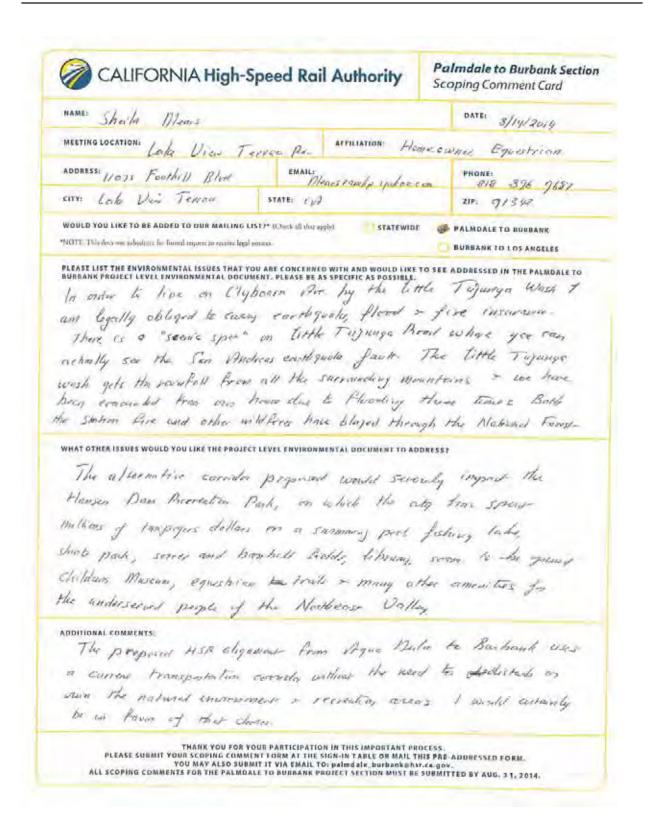
Please submit comments: must be submitted by August 31, 2014. Palmdale to Burbank Project Section All public scoping comments for the





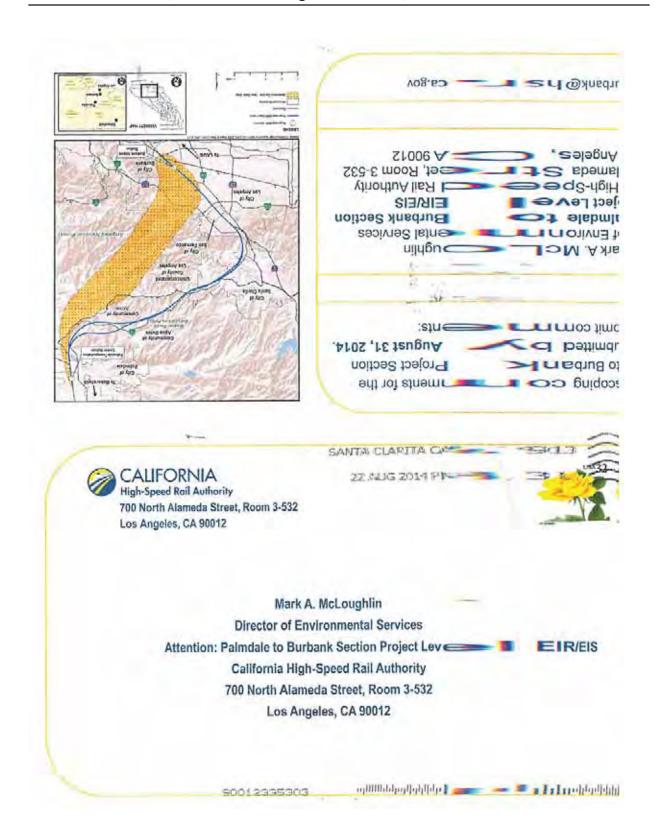
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Submission 1445 (Sheila Mears, August 22, 2014)



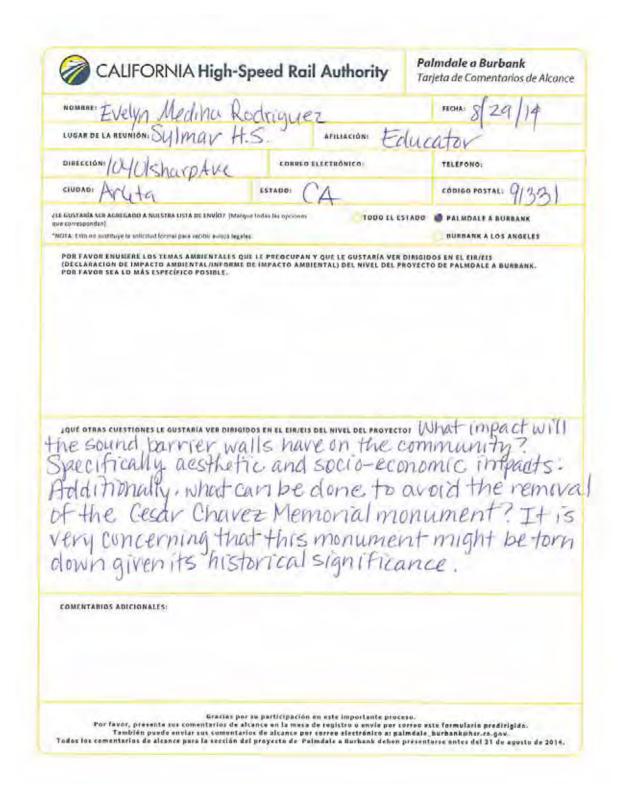


Submission 1445 (Sheila Mears, August 22, 2014)





Submission 1446 (Evelyn Medina Rodriguez, August 29, 2014)





Submission 1446 (Evelyn Medina Rodriguez, August 29, 2014)





Submission 1447 (Lee Mellinger, August 30, 2014)

Palmdale - Burbank - RECORD #440 DETAIL

Status: Pending Record Date : 9/3/2014 Response Requested: No Submission Date : 8/30/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email

First Name: Lee Last Name : Mellinger

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: leemell@dslextreme.com

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: I am a retired engineer and the idea of boring tunnels 15-20 miles under the very heterogeneous San Gabriel mountains to replace an existing rail

U.S. Department

of Transportation Federal Railroad

that would only gain ~15 minutes seems a non-starter. It seems more like trying not to offend political and popular wishs rather than real engineering. I vote for the Santa Clarita route.

Lee Mellnger

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Prefer Alternative Corridor

Form Letter:

Submission 1448 (Charles Mercier, August 11, 2014)

CALII OKINIA HIGH-	Speed Rail	Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Charles ME	RCIER		DATE: 8-11-14
MEETING LOCATION: ACTON		AFFILIATION:	
ADDRESS: 5245 West Qu	RV EMAILS		PHONE (661) 269158
CITY ACTON	STATES CA		zipi 935/0
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Submission 1449 (Thor and Christina Merich, August 29, 2014)

Palmdale - Burbank - RECORD #490 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date : 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Thor Last Name: Merich

Professional Title: **Business/Organization:**

Address: Apt./Suite No.: City: State:

Zip Code: 00000

Telephone:

Email: thorx655@earthlink.net

Cell Phone:

Email Subscription: Add to Mailing List:

Stakeholder Comments/Issues: Mr McLoughlin,

We moved

to Acton, California

14 years ago in order to get away from the trappings of city life. This includes noise, artificial lighting, and congestion all connected to urban living. We have several issues with the current High Speed Rail (Palmdale to

Burbank) project as

planned.

Negative

impacts to the serenity and aesthetics of a small rural town.

lighting, tunnels exits, overhead viaducts, and more will destroy the culture and essence of our rural town. The lights will take away from the dark night sky that so many have fought to preserve. The fencing and elevated

will block the view of our National Forest and more. The noise will disturb the natural quietness that is expected in a rural area.

Negative

impacts on air quality.

I suffer from severs

Submission 1449 (Thor and Christina Merich, August 29, 2014) - Continued

allergies connected to air pollution. The construction process and tunneling will

release particles into the air with unknown health consequences.

Negative

impacts on local wildlife.

What will be done

to protect the wildlife habitats? Mountain lions, bobcats, quail, horned toads, deer, roadrunners, coyotes and many more migrate through, hibernate, breed, and

live in our backyards and all around Acton. The construction and running the HSR will destroy their breeding grounds and habitats of local wildlife.

Possible destruction

of Native American historic artifacts

Anyone who has walked the hills and mountains in Acton has discovered these artifacts. Historic documents have recorded Native American tribes living

in the area hundreds of years

ago. How will the High Speed Rail identify and protect these archaeological treasures?

No specific route designated

I live in the Aliso Canyon

area, near the National Forest boundary. One of your proposed routes "The Slug"

is near me. Despite attending multiple meetings with HSR representatives, no specific route has been determined, just a vast swath of land where construction may or may not occur. Without the High Speed Rail Authority designating

a specific route, I do not know how I will be impacted. I am unable to determine if construction equipment will be staged near my home. I do not know

if my home is in danger of massive property value loss due to an unsightly and

an deafening train running near or under it. I do not know if the stability of my land will be in danger due to tunneling. How will my water quantity and quality be affected by the tunneling? HSR needs to designate a route immediately, so local residents can prepare and determine how to mitigate the damage.

Property Value Decline

Regardless of where HSR runs, all property values in Acton will drastically decline because their value is based on the peace and quiet of our community.

That is the primary reason people move this far away from the conveniences of

the city. They move here to enjoy the quiet. They move here to enjoy the beauty

of the surrounding forest, vegetation, and wildlife. They move here to raise animals. What will the High Speed Rail

Submission 1449 (Thor and Christina Merich, August 29, 2014) - Continued

Authority do to ensure the residents of Acton do not lose this right to enjoy their legally owned land and their peace and quiet?

Electromagnetic Waves

When I moved to Acton I was careful to find a property away from power lines. I have now learned that electromagnetic waves are generated by the High Speed Rail. How will you guarantee this does not affect my health? My family already has a history of cancers. I do not trust that these electromagnetic fields are safe. I have read that they cause headaches and fatigue. What will the High Speed Rail Authority do to prevent harm to me and my family from these electromagnetic fields?

Earthquake Faults

In the Aliso Canyon area, there are four earthquake fault lines that I am aware of. In fact, an earthquake monitor is being built in Aliso Canyon to monitor such activity. How will the High Speed Rail Authority protect the public during and after construction during any seismic activity?

From a tax payer standpoint, the HSR is fiscally irresponsible. The ridership estimates are widely exaggerated. I rode the Metrolink Train to Los Angeles for over 10 years. It took longer than driving, but initially was fairly economical. However, over the years, prices have increased to where the train costs more money than driving. Coupled with the extra ½ hour of commute time, it made no sense to ride the train. HSR will suffer from the same fate. There is no High Speed Rail system in the world that is not subsidized by the government. However, when HSR was sold to us (I did vote for the original project), it was to be self supporting. At this point in time, I do not believe that HSR can be supported in our current economy.

As a tax payer, a 45 year resident of California, and a 14 year resident of Acton. I am opposed to this project as designed, specifically being routed through Acton (It would seem that the original route planned through the I-5 corridor makes more sense as it is a straight line from northern California). I am not against high speed rail in general. But I cannot support this project and route.

Thor and Christina MerichActon residents

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Do not prefer Alternative Corridor

Form Letter:



Submission 1450 (Nicki Mertz, August 29, 2014)

CALIFORNIA High-Spee	ed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: NICLLE MERTZ		DATE: 8/27/14
MEETING LOCATION: Arton	AFFILIATION:	
ADD BONTSpur Dr	MICHAMERIZOA	PHONESCO LOS-GYOS
	ATE: Oa	210:93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?" IN NOTE: The days are selective for formal regress in steries legal notices.	Sect all that apply: ASTATEWIO	BUHBANK TO LOS ANGELES
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Submission 1450 (Nicki Mertz, August 29, 2014) - Continued

8/27/14

California High Speed Rail Authority

Palmdale to Burbank

THIS PLAN TO RUN THE TRAIN THROUGH ANGELS FOREST IS A DISASTER.

This is National Forest protected forest. The Pacific Crest trail runs through the very mountains you want to run a high speed train through. The impact will be huge. Vegetation needed to hold our hill sides back. Natural wild life will be disrupted while it's being constructed. Construction alone will do irreversible damage to our forest. Trucking, helicopters, explosions for demolition use of our ground water, earthquakes all of these issues are a huge concern of mine.

Acton has many Native American Indian burial sites. So you are going to start this project rip the land and then have to stop.

My husband suffers from Vertigo has been retired early because of it can you imagine what it is going to do to him when the earth starts to shake daily. We have lived in this community for 35 plus years built a home raised our children and you expect us to just sit back while you destroy this small town.

We may be small but we are rich in history, we serve a purpose being a rural town. Many athletes train in our community and local forest. We are the gate way to the desert. Please do not start this project ruin our nomes, mountains every thing we stand for with a project that the state can not afford and will never be completed.

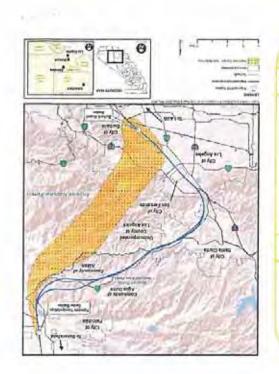
This project will ruin our property values. Many residents of Acton are at the age we are ready to retire and welcome the young people to enjoy and raise there children here. If this train happens it will bankrupt many of us. We were depending on our equity in our homes for retirement.

There are too many reasons to list why this train should not go through the mountains. I sure hope the environmentalists have done there research and stop this project, do to impact it will have on our community, natural recourses, history, environment and wild life.

Nicki Mertz



Submission 1450 (Nicki Mertz, August 29, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



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Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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Submission 1451 (Tamela Messina, August 26, 2014)

attr Fax#: 916-322 0827

Wildcat/TRS

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rail route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

I also want to encourage the Authority to disavow completely the originally planned route as a way to reset the discussion and stop the disruption of the real estate markets in those communities. I believe if the Authority was to do that, a more meaningful and promising debate could begin in those communities as to the merits of the project generally.

Please instead pursue vigorously a tunnel-oriented alternative between the Palmdale station and the Burbank station that would provide a more direct, faster, less costly, more environmentally friendly and less community-intrusive route between the Antelope Valley and the San Fernando Valley.

The hope of our community depends on it.

Sincerely,

Cc: CHSRA Chairman, Dan Richard

On behalf of the Missione Hissohold at Junta Clark CA 91352



Submission 1451 (Tamela Messina, August 26, 2014) - Continued

08/28/2014 11:43

626-794-1401

TSC CIC

PAGE 01/01

August 26, 2014

Jeff Morales Chief Executive Officer California High-Speed Rail Authority 770 L Street, Suite 800 Sacramento, CA 95814

Dear Mr. Morales:

I'm writing in opposition to the proposed High-Speed Rall route along the 14 Freeway in northern Los Angeles County. Whatever one thinks of the project as a whole, this portion as planned hurts our communities between Burbank and Palmdale. The proposed route would negatively impacts schools, churches and residential dwellings. The proposal has already triggered disclosure on real estate transactions which is harming sellers.

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Sincerely,

Cc: CHSRA Chairman, Dan Richard



Submission 1451 (Tamela Messina, August 26, 2014) - Continued

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REALTY EXECUTIVES

PAGE 01/03



19310 Soledad Canyon Road Santa Clarita, CA 91351 Bus: (661) 250-8600 Fax: (661) 251-6397

FAX

ATTENTION: 2, 11 Morales	FROM: Riph aller
SEND FAX: 0 916 322-0827	PAGES: Z
RETURN FAX:	DATE: 8/28/14
RE:	CC: DAN RICHARD
RE: ☐ Urgent ☐ For Review	□ Please Comment □ Please Re

Comments:



Submission I452 (Paolina Milana, Sunland-Tujunga Chamber of Commerce, September 12, 2014)



RE: Comment Letter regarding the proposed High Speed Rail, specifically the Palmdale to Burbank section and the related Alternative Corridor/New Study Area

Ladies & Gentlemen:

Sunland and Tujunga are communities that sit just minutes from the scenic drive into the Angeles National Forest, the largest urban forest in the United States. Those of us who call Sunland-Tujunga home have built our lives loving our environment and nurturing the geological and wildlife treasures it bestows upon us. So key is the Angeles National Forest to who we are that we have claimed her as our own, legally branding Sunland-Tujunga as the "Gateway to the Angeles National Forest" and even incorporating her majestic presence into our town's official logo, seen here above.

As the Sunland-Tujunga VP of Community Improvement (2012-2014), a Board Member on the S-T Chamber of Commerce (2013-Present), and the individual spearheading the town's branding initiatives (2013 to Present), I am submitting to you in this letter my comments regarding the proposed High Speed Rail, specifically the Palmdale to Burbank section and the related Alternative Corridor/New Study Area.

It is my understanding that the scoping being done at the request of LA County Supervisor, Fifth District Michael Antonovich is merely exploratory, designed to show what a San Fernando alignment might look like when compared to the original Santa Clarita alignment. It further is my understanding that the Santa Clarita alignment already in place has been studied for years, whereas the alternative path of driving through the Angeles National Forest is new. Per Antonovich's Field Deputy Jarrod DeGonia, I also understand that Antonovich has not recommended in favor of the San Fernando alignment, and that he "will not sacrifice the San Fernando Valley Residents for Santa Clarita." And finally, per Transportation Deputy Michael Cano, I understand that, to quote him: "Everyone is well aware of the issues...There are a lot of things to worry about here, and it may come back that it's not feasible at all."

"Not feasible at all": this is my recommendation regarding any thoughts associated to running the Palmdale to Burbank section of the proposed High Speed Rail through the Angeles National Forest.

As a first-generation Italian who has traveled extensively throughout Europe, making great use of their high speed train system, I need you to understand that I am not opposed to High Speed Rails overall. What I AM opposed to, however, is THIS High Speed Rail project. My reasons for opposing THIS High Speed Rail project on the whole and my opposition to running the Palmdale to Burbank section of the proposed High Speed Rail through the Angeles National Forest are as follows:

- Changes in What Originally Was Promised Versus What Is Now Being Realized When voters approved billions of dollars in funding for an LA to San Francisco High Speed Rail years earlier, the decision to do so was based on cost and travel time promises. Recently, per a panel of outside experts who presented to the state Senate committee, as well as according to numerous reports on the budget, the High Speed Rail will not meet the stated 2-hour-and-40-minute travel time from end to end, and even before construction is to start, already has exceeded project costs by \$1 billion. There is zero confidence in what originally was proposed and voted on as being wholly accurate and executable.
- Concerns about Engineering and the Environment

Submission I452 (Paolina Milana, Sunland-Tujunga Chamber of Commerce, September 12, 2014) - Continued

The San Gabriel Mountains present an extremely rugged terrain and active seismic areas that include the San Andreas Fault. In addition, the alternative route must traverse in some way a flood plain. Attempting this alternative route in such an area – especially when an already existing Santa Clarita alignment option is available – is, at best, a costly and unrewarding endeavor; at worst, it is a scenario rife with the possibility of disasters and bankruptcies.

Threats to Wildlife and Natural Corridor

The Angeles National Forest is virgin land. It and its animals and plant ecosystem must be protected, and the intrusion of this High Speed Rail will negatively impact this natural treasure's balance. California, blessed with such natural beauty, should be leading the nation in preservation, not in ill-conceived development that devastates.

Costs Far Outweighing Benefits

I do not believe adequate analysis has been conducted regarding the enormous costs (financial and otherwise) associated with this project and the actual benefits anticipated. Dollars and cents alone immediately raise red flags: The fact that airfare between LAX and SFO for same-day travel costs on average under \$140 round-trip and takes approximately 90-minutes seems a more efficient and effective means of commute than doing so on a train system that would require twice that in time and would have cost billions and billions of dollars that the price of tickets would need to help recoup. In addition, the lack of use now of public transportation in the way of buses and trains is not only, in my opinion, reflective of routes and schedules, but also of lifestyle. I do not believe ours would sustain such a train going nowhere.

It is my hope that those involved in this project will heed public comments and the advice of experts and dismiss any possibility of development through the Angeles National Forest, and also will reevaluate and reconsider the High Speed Rail project overall to determine more accurately its costs and its true benefits that would merit moving forward.

Sincerely,

Paolina Milana 6259 Gyral Drive Tujunga, CA 91042 Paolinamilana8@gmail.com

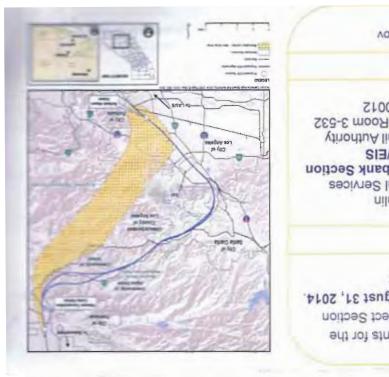
Sent via email to:
palmdale burbank@hsr.ca.gov
ralph.vartabedian@latimes.com
Steve.Scauzillo@sgvn.com
felipe.fuentes@lacity.org
fifthdistrict@lacbos.org
mayor.garcetti@lacity.org
Teresa.Lamb@mail.house.gov
JamesFallows@theatlantic.com
julietwilliams@muckrack.com

Submission 1453 (Pamela Miller, Equestrian Trails, Inc, August 28, 2014)

CALIFORNIA High-Sp	peed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
Pamela Miller		DATE
** Lake View Ter	Y- APPILIATION: Eq.	vestrain Trails Inc. Ke Vitw Terrace Homeowner
11513 Orans Ave	MAIL PAM. Hei & Ue	TIZON PHONE 818 999 0211
Cake View Terrace	STATE California	21P 91342
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Submission 1453 (Pamela Miller, Equestrian Trails, Inc., August 28, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

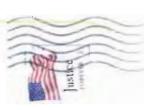
By Mail:

All public scoping comments for the must be submitted by August 31, 2014.

Please submit comments:



SANTA CLARITA CA 913 28 AUG 2014 PM 1 1



Mark A. McLoughlin Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012



Submission 1454 (John Mills, Nelson Hardiman LLP, September 10, 2014)

Palmdale - Burbank - RECORD #777 DETAIL

Status: Pending Record Date: 9/11/2014 Response Requested: Nο Submission Date: 9/10/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: John Last Name: Mills Professional Title: Partner

Business/Organization: Nelson Hardiman LLP
Address: 1835 West Olympic Blvd.

 Apt./Suite No. :
 Suite 900

 City :
 Los Angeles

 State :
 CA

 Zip Code :
 900064

 Telephone :
 310.203.2800

Email: jmills@nelsonhardiman.com

Cell Phone :

Email Subscription:

Add to Mailing List: Yes

Stakeholder Comments/Issues:

I am writing to voice my strong opposition to the "alternative corridor" route through the Angeles Forest. Prop 1A approved by voters states HSR must follow existing transportation corridors. As you know, there are no transportation corridors in the Angeles National Forest. In stark contrast, the original SR14/5 Route is an existing transportation corridor with other significant transportation systems. Why potentially ruin one of the last untouched wilderness areas in LA county when there's already an existing transportation corridor? The Angeles National Forest has "blue line" streams, and yet during this drought we are actually considering de-watering much needed water resources? For these reasons and numerous other reasons affecting the environment of that beautiful area, I think the public - and the residents of that area - deserve much better from those we vote into public service. Thank you for your time and consideration.

John A. Mills | Partner NELSON|HARDIMAN LLP T - 310.203.2800 F - 310.203.2727

11835 West Olympic Blvd, Suite 900 | Los Angeles, CA 90064 www.nelsonhardiman.comhttp://www.nelsonhardiman.com/

[linkedin-24x24]http://www.linkedin.com/in/johnamills[Bookmark Icons Facebook][twitter-24x24][blogger-logo]https://www.nelsonhardiman.com/blog/seogle-4
alt]https://plus.google.com/+Nelsonhardiman11835#+Nelsonhardiman11835/nosts

This message contains information that may be confidential and privileged. Unless you are the addressee (or authorized to receive e-mails for the addressee), you may not use, copy, or disclose to anyone this message or any information contained in this message. If you have received this message in error, please advise the sender by reply e-mail to jmills@nelsonhardiman.com and delete the message. Thank you.

Submission I454 (John Mills, Nelson Hardiman LLP, September 10, 2014) - Continued

IRS Circular 230 Disclosure: To ensure compliance with requirements imposed by the IRS in Circular 230, we inform you that any tax advice contained in this communication (including any attachment that does not explicitly state otherwise) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project : In Opposition to Alternative Corridor

Form Letter: No

Submission 1455 (Michael Mitchell, August 12, 2014)

CALIFORNIA High-	-Speed Rail	Authority	Palmdale to Burbank Section Scoping Comment Card
HAME: Michier Mitchell	/		DATE: \$2-12-2014
MEETING LOCATION: At A fine		AFFILIATION:	
Mailing Location: Leton Library Mailing Albress 3807 W. S. emplish ADDRESS: 30/1 Westcoatt Actual CA 7557	26-44-26		PHONE: 661-2690166
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Page 1 of 1

Dear Mr. McLoughlin,

August, 24,2014

I have lived in Actor Ca. on my property since 1977. I built my house myself for my wife and daughters and have enjoyed our rural lifestyle for 37 years. My daughters grew up riding horses and raising sheep, goats, and rabbits for their 4H projects. We have been blessed with a good producing well that supports our needs. Our property is dark at night and we can see all the beautiful stars and hear the sounds of the Coyotes echoling in our caryon, and the Owls who nest in our pine trees. The Western Screech Owls are endangered and we have had the pleasure of resouing one this summer under our pine tree that was injured, who now is in the preserve in Ojai, California. Once he has recovered, the officer from Animal Control will return him here to his natural habitat in our pine trees.

My wife who suffers from Complex Regional Pain Syndrome and Depression, finds solace and finds the piece and quiet on our front porch a way to manage her daily pain.

We would be negatively impacted by the proposed SR14 Hybrid directly, however we oppose any route through the rural town of Acton. My wife and I have always dreamed of passing the family home on to our daughters but if this proposed plan continues, well, we can only imagine our home will be in shambles and our property value will be none.

Please find another route around Acton. There must be a way. Please consider all the residents, families, children. Please find it in your heart to find anotherway.

Sincerely, Michael and Patricia Mitchell and Family 3011 Westcoatt St. Acton, Ca.

mailing address 3807 W. Sierra Hwy 6-4426 Acton, Ca. 93510

about:blank 8/26/2014



AESTHETICS AND URBAN DESIGN Aesthetic and Visual Quality

Permanent visual changes will result from introduction of the High-Speed Rail through Acton and Agua Dulce. The landscape is scenic and rural. In contrast, the High-Speed Rail adds an urban element of overhead viaducts and tunnel entrances and exits that will dominate the landscape and detract from the existing open space and mountain views. The elevated viaducts and catenary across scenic Sierra Highway, Angeles Forrest Highway, Red Rover Mine Road, Soledad Canyon Road and others would detract from existing landscape features. Cut/fill, tunnel portals, and elevated structures would be visible against natural open space, hillsides and ridges. Elevated structures produce shadow effects for 75+ feet. Lighting will interfere with the valued dark sky enjoyed by residents. The need to reduce expected view blockage, contrast

with existing landscape settings, and light and shadow effects is significant.

All fencing along the track needs to be non-reflective. Night lighting should be hooded and directed to the area where the lighting is required. For lighting not required 24 hours per day, sensors and timers should be specified. Potential shadow effects on adjacent roads, pedestrian areas, and residential areas should be taken into account.

Native vegetation should be used adjacent to areas outside of the operating tracks, staging areas, and areas that are graded or filled.

Review of local rural design plans and policies should be conducted taking into account local design objectives. Specific design measures should be implemented accordingly.

*AGRICULTURAL, FARMLAND AND FOREST LAND

Agricultural Resources

The majority of Acton and Agua Dulce properties are zoned agricultural. What is the potential risk of zoning conflicts or a Williamson Act conflict with the construction of the High-Speed Rail?

What is the risk of conversion of farmland to non-farm uses? Negative effects on farms, orchards, and ranches, including historic Blum Ranch, are inevitable.

Many properties are currently used for boarding and breeding of horses and other animals. Large areas along the alignment will be adversely affected by noise and other impacts and will have a buge deleterious effect on livestock and on residents engaged in livestock management.

AIR QUALITY AND

GLOBAL CLIMATE CHANGE

Public Health and Hazards, Air Quality

Air quality impacts from construction and soil movement will be significant, resulting in acute and chronic health problems. Construction and operation of

Very small particles of dust can be drawn deeply into the lungs and remain there. Small particle size alone is a major health risk for lung disease and for damage to the cardiovascular system. Particles having small size are more likely to be embedded in the lungs. Airborne transmission of pathogens (bacteria, viruses, fungus) and the compositions of certain hazardous dust particles are human health hazards. Some minerals in dust are extremely hazardous such as asbestiform minerals, because of their ability to lodge in lung tissue and promote disease such as mesothelioma, a form of lung cancer. The geology of Acton includes Serpentine rock, which potentially can release asbestiform particles when disturbed. Other heavy

minerals may contain potentially toxic elements, such as certain heavy metals.

Valley Fever, caused by a fungus found in the soil, can be contracted by simply breathing in the spores from the dust disturbed by the wind or other ground-disturbing activity. Cases of Valley Fever have increased in California by more than six-fold in the past ten years. In about 40% of the cases, it causes mild to severe flu-like symptoms or more serious infections. It can spread to the brain, bones, skin, even eyes, leading to blindness, skin abscesses, lung failure and even death. In California, Valley Fever cases rose from about 700 in 1998 to more than 5,500 cases in 2011. There were 316 reported cases in the Antelope Valley from 2008-2011. In the first six months of 2012, 178 cases were reported in Los Angeles County, including five deaths, one of a local teenager in August 2012. The fungal infection is prevalent in arid desert areas like the Antelope and Santa Clarita Valleys.

Other dust related diseases are cancer, asthma, allergic alveolitis, as well as non-respiratory illnesses.

People susceptible to the health effects of fine and coarse dust particles are:

- * Infants and adolescents
- * Elderly
- * People with respiratory conditions such as asthma, bronchitis, and emphysema
 - * People with heart disease
 - * People with diabetes

Research also shows association of coarse particle pollution with heart problems, angina and heart attacks.

*BIOLOGICAL RESOURCES AND WETLANDS Biological Resources (Including Wetlands, and Special Status Species and Their Habitat)

Acton is a known migratory route for birds and

tarantulas. It is a "sensitive habitat" for the California quail, horned toad, kangaroo rat, and the roadrunner. It is a recognized breeding area for the red legged frog in the Northern Hemisphere. It is part of a wildlife corridor for the beetle, coyote, bobcal and deer.

It is Also home to endangered Western Screech CWI And BARA CWI.



Palmolak to Burbank

Chaparral covers many hillsides in steep, vertical walled, narrow canyons with perennial streams. There also are scattered stands of mixed pines and hardwoods including the protected Manzanita. The California condor inhabits this wilderness as does the unarmored three spine stickleback, and the Santa Ana sucker, the two striped garter snake also inhabits this area. The endangered horned lizard also resides in Acton.

There is a viewing area for wild animals and birds located at the Soledad campground.

Acton is home to the Shambala Preserve, an exotic feline rescue.

The High-Speed Rail poses a high potential negative impact on the continued survival of sensitive species. How is the Authority planning to work around the newly approved Wildlife Corridor south of Acton?

*CULTURAL AND HISTORIC RESOURCES

Acton and Agua Dulce have a high potential for discovery of historic Native American burial sites in the Soledad Canyon Corridor. There are known Indian artifacts and protected relies on Acton and Agua Dulce properties.

In addition, there is a potential impact on paleontological resources. There are formations with potential for containing fossils of fish, mollusks, sea cows, sea turtles, tapirs, horses, camels, peccaries, rodents, birds, deer, lizards, gophers and vultures.

Governor Mine and Red Rover Mine are historic mines in Acton, Mining operations are still active in these areas.

The Pacific Crest Trail traverses Acton. How will these historic and cultural resources be protected?

-CUMULATIVE IMPACTS

A typical High Speed Train, at grade, would have a 50 to 100 foot (15-31m) fenced right-of-way, and an elevated guide-way would have a 50 foot (15m) right-of-way. The 100 foot width would be compatible to a six-lane highway. Catenary supports 26 feet (8m) in height would be located every 30 feet (9 m) along both sides of the track to support the electric wires that supply power to the trains. The proposed High-Speed Rail alternative would include using existing rail tracks or parallel tracks to highways where feasible, and tunneling through the scenic mountainous area.

Construction equipment, staging areas with construction materials, signage, and night lighting would be visible from adjacent properties and roadways during the construction period.

There are plans for four to five round-trip trains per hour.

There would be extensive significant adverse impacts to air quality, land use, sesthetics, visual resources, cultural resources, biological resources, parks and recreation resources, schools, established businesses, wildlife habitat, roads, water and hundreds of homes. Severe noise and vibration impacts on residences, schools, churches,

Page 2/10

local land use plans. These impacts fall disproportionately to Acton residents as there is no direct benefit to the rural community. The new Antelope Valley Area Plan maintains that Acton will be kept rural. All impacts conflict with the rural nature of the Acton community.

Additionally, the Authority has not provided Acton with a specific route. It is difficult to know ahead of time all of the potential impacts to an undeclared route. Property owners do not know if and how their property, school, or church might be impacted without a final route selection. Impacts can only be anticipated. Adequate preparation for all possible impacts is an unreasonable challenge.

*ELECTROMAGNETIC INTERFERENCE /FIELDS (EMI/EMF)

Electromagnetic waves generated by the High-Speed Rail are a significant concern. Exposure to high levels of electromagnetic radiation for short periods of time can cause fatigue, headaches and anxiety. There is a possible association with childhood leukemia.

What is the impact of electromagnetic waves on cardiac demand pacemakers? Antennas? Radio transmissions? Police and Fire transmissions? WiFi?

*ENVIRONMENTAL JUSTICE

Economic and Social Impacts, Environmental Justice (Blighting)

The three identified High-Speed Rail alignments divide the Acton community and displace Acton property owners. Acton's reputation as a tranquil, rural town will be forever altered.

The proximity to schools and the assault on open spaces will significantly impact the value of all Acton properties. Who will want to own Acton property when there is an 85+ decibel train roaring by frequently? Property values will drop significantly. A baseline study of property values has not been conducted by the High-Speed Rail Authority prior to assignment of a route. It is expected that property values may drop by as much as 70%. The eminent domain and condemnation process is only vaguely outlined by the Authority and clearly will not properly compensate those impacted.

A trickle effect in lost income to local Realtors, local businesses, contractors and developers, teachers (when schools close due to a drop in enrollment) will result. Students will need to be bussed to other communities. The movie industry is active throughout the year filming in various parts of Acton (including on locations on Red Rover Mine Road, Angeles Forrest Highway, Soledad Canyon Road, Crown Valley Road, Sierra Highway and the Vasquez Canyon area. The High-Speed Rail's impact on noise, dust, visual blight, access, and more will make the local community an undesirable filming location.

The High-Speed Rail alignments potentially could adversely divide parcels, disqualifying sections of land for resule.



Palmodale to Burbank

Temporary and permanent road closures during construction potentially will increase driving distances and gasoline expenses for community member who remain.

Corridor alignments and viaducts potentially can become targets for graffiti artists, creating even more blight to the surrounding areas.

*GEOLOGY, SOILS, SEISMIC AND PALEONTOLOGY

Mineral Resources

Acton is known for its rich mining history. Currently, there are active mines in the Red Rover Mine Road area. There is a high risk of vibration impacts to the mining operation located near the SR14 West alignment.

The Santa Clara River is a natural clean water source for Acton and Agua Dulce. Train alignment would encroach on the riverbod.

Geology and Solls

Acton is home to several active earthquake faults. The San Andreas Fault line is within five miles of Acton. The State of California has identified the Acton quadrangle as an official seismic hazard zone. Acton topography includes many canyons and valleys.

Liquefaction or landslides are likely to take place during earthquakes of 5.5 magnitude or greater. Abovegrade structures can collapse in an earthquake. How will the Authority ensure public safety if a large earthquake occurs?

What is the risk to Actor of an earthen embankment, slope or viaduct collapsing during a seismic event? What measures will the Authority take to ensure public safety in the event of a seismic event during construction?

Will the Authority monitor soil contamination from trenching, drilling and boring? Will the results of these soil samples be released to the public upon request? Serpentine rock is part of the geology of Acton. Drilling/ boring through this rock has a high risk of releasing usbestos particles inherent in the rock.

*HAZARDOUS MATERIALS AND WASTES

Greenhouse Emissions

Diesel fumes and carbon monoxide emissions from construction equipment have a significant impact on properties adjoining rail lines, staging areas and access roads. How does the Authority expect to handle potential exposures?

*HYDROLOGY AND WATER RESOURCES Hydrology and Water Quality

Most of Acton depends upon well water for residential and agricultural needs.

Construction of the High-Speed Rail through Acton carries with it a high risk of negative impacts on Acton's water supply. There is the potential for release of hazardous material or waste during construction operations which would contaminate ground water. Trenching or transling during excavation could alter local subsurface hydraulic gradients and draw groundwater into excavated areas. In addition, fuel or chemical vapors could move through the vadose zone to excavated areas during construction, or to underground structures associated with the rail line.

Tunneling through Acton could produce high impacts on individual wells reducing or eliminating production and to

the aquifer that feeds residential wells in the community.

The demand for water during construction of the High-Speed Rail (cement production, dust control, testing, etc.) has a high potential for lowering the aquifer that supplies Acton and Agua Dulce.

- * How will the regulations of the Clean Water Act be fulfilled?
- * How will residents be compensated for damage to their well, loss of production, contamination, etc.?
- * Will the Authority perform a baseline study of all wells in the Acton area?
- * How will the Authority prevent disruption to the hydrological patterns?
- * How will the Authority control run-off so that water recharges the aquifer?
- * How will the Authority prevent fracturing of Blue Lines?
- * If new wells must be drilled, will the Authority compensate property owners for wells that do not meet the current Los Angeles
 - County standards for well production?

 * In the event that a well becomes permanently dysfunctional, will the Authority compensate the property owner for the full value of the property that can no longer be sold or financed?
 - * Will the Authority commit to supplying County water to Acton if private wells and/or the aquifer are damaged?



HALMODALE to BUNDANS

-LAND USE AND DEVELOPMENT, STATION PLANNING Red Rover Mine Canyon Safety

In regard to one of the possible alignments that crosses the entrance to Red Rover Mine Road (SR14 HYBRID), a significant safety concern exists. Red Rover Mine Road wends its way through a canyon that dead-ends two miles north of the entrance. There is no alternative evacuation route should a train derail or in case of fire, viaduct collapse, stope failure, or the like. Traffic patterns on Red Rover Mine Road would be challenged significantly and for an extended period of time during the construction phase. Construction of a viaduct and boring of a tunnel in this area will impact the grade and drainage of adjoining properties. There are at least 70 homes in Red Rover

Construction of a huge corridor containing the urban tructures of the magnitude required by a High-Speed rain is in direct opposition to the Los Angeles County rea Plan for the community that has been designated as rural community. The High-Speed Train is an assault a the harmonious and peaceful nature of Acton's rural festyle.

NOISE AND VIBRATION

Noise

Noise generated by High-Speed Rail creates a significant negative impact on humans and animals. The Authority averages the decibels generated by the High-Speed Rail during an hour-long period as 85 decibels. The tunnel portal effect creates a sonic boom impact as

the train leaves the tunnel. Studies show that sleepers exposed to noise levels above 40 decibels can suffer mild health effects like sleep disturbance and insomnia. Above 55 decibels (similar to the din of a normal conversation), long-term average exposure can trigger elevated blood pressure and heart attacks.

The impact of noise on animals and wildlife is also significant. Activities such as finding a desirable habitat and locating a mate, avoiding predators, protecting young and establishing territories are all dependent on the acoustical environment, A growing number of studies indicate that wildlife, like humans, is stressed by a noisy environment. Female frogs exposed to traffic noise have more difficulty locating the male's signal, buts avoid hunting in areas with road noise. Sound impacts can have important implications for the health and vitality of

Human-indused poise pollution is one of the many factors contributing to the depletion of wildlife populations. Noise impacts to animals include loss of hearing resulting from noise levels 85 decibels or greater; increased hearrate and respiration and general stress reaction; increased susceptibility to disease; increased susceptibility to predators; abandonment of territory; and lost reproduction. The Authority EIR review process does not study the

impact of noise on wildlife or animals. Residents need to demand that the Authority include in the EIR studies, the impact of noise exposure on animals. There are plenty of research studies by outside agencies available that can be used by the Authority outlining the negative impact of noise on domestic animals and wildlife. In addition, the noise study that the Authority uses will average the noise impacts of the High-Speed Rail over time. This averaging dilutes the noise impacts of the High-Speed Rail because noise impacts are averaged over time in relationship to the ambient noise levels when the train is not operating in the area. The actual decibel reading of the High-Speed Rail as it passes through Acton may exceed 100 decibels but when averaged with the ambient noise levels may be reported as an 85 decibel impact. Each ten decibel interval is twice as loud as the previous increment of ten.

Residents should demand that the Authority also consider noise impacts as they are projected through the local mountainous terrain, valleys and canyons. The Authority has studied noise impacts only on flat ground in urban and open spaces. Noise bounces off of canyon walls and is magnified up a canyon. Acton residents need to insist that the Authority consider these noise impacts throughout Acton, impacts that may be greater than what the Authority is using as EIR study information.

Studies show that noise is more disturbing if it is load, occurs in bursts, is unpredictable, or if it interferes with quiet activities. The noise impact of the High-Speed Rail is also contingent upon this noise exposure.

The High-Speed Rail is scheduled to operate between 5:00 a.m. and midnight, with scheduled round trips five to six times an hour during peak hours. During the off hours, maintenance crews will be repairing and servicing the system.

- * Do you sleep during the day due to your work schedule?
 - * Do you Home-school your children?
 - * Do you suffer from startle reactions?
 - * Do you have a Home-based business?
 - * Do you breed animals?
 - * Do your children nap during the day?
 - * Do you suffer from a post-traumatic stress disorder?
- * Do you enjoy the peace and tranquility of sitting on your porch?
 - * Do you meditate during the day?
 - * Do you worship at a local church?
 - * Will noise interfere with your academic study time?





PAIMMAN to Burbant

Noise induced hearing loss is the most prevalent irreversible industrial disease. Noise produces stress reactions. Noise affects the cardiovascular system and can increase blood pressure. There is an increased risk of accidents associated with noise. There is a correlation between low birth weight babies, birth defects and high sound levels (World Health Organization). Young children exposed to noise have a higher heart rate than children in quieter surroundings.

Exposure to noise stress places people at increased risk of depression, psychological disorders, immune system changes, migraines, and emotional stress. Environmental noise regulations usually specify a maximum outdoor noise level of 60 to 65 decibels!

Vibration

Ground vibrations are an integral part of the process of rock blasting. Even though it attenuates with distance, he motion from a large blast can be perceived from far tway. Humans and animals react to the faint motion with tlert and fear reflexes, reflexes that have their origin in the listant past when the need to react to danger by flight was a condition of survival. Humans, to a certain extent, still interpret vibrations as a warning signal, even though it may be obvious as soon as the source is identified that no danger exists. Vibrations from sources difficult to identify, such as those from distant blasting, are unconsciously registered by humans as very disturbing – especially if there is no warning.

In construction work, in addition to the ground vibrations generated by blasting, nearby activities such as driving, piling, traveling by trucks or trains also generate ground vibrations. At some distance from the source, the wavelength range of vibration will dominate - whether it is generated by blasting, other construction activities, or by road or rail truffic. At very long distances, the Rayleigh wave in rock can have a wavelength longer than 100 m. The connection between vibration and damage to buildings is more complicated. A most important factor is the static stress influencing the building elements, and how much the original values have been increased by ground settlement, moisture variations, and temperature variations. In extreme cases, very small vibrations can trigger significant damage, almost entirely due to a static stress condition. Buildings not founded on solid rock are more or less damaged over time by settlement in the foundations. Dynamic stress from vibrations can accelerate the development of such damage - often referred to as accelerated ageing.

The potential for vibration damage to structures during construction of the High-Speed Rail is significant. Vibration impacts will continue with operation of the High-Speed Rail. P45E5/6

WhataretheAuthority'splans to certify the structural integrity of all impacted areas prior to construction? How will damage to structures be monitored over time? How will owners be compensated for damage to structures?

Residents need to insist that the health impacts to animals and humans from vibration exposure be studied and monitored.

*PARKS, RECREATION AND OPEN SPACE

Recreation

Acton is an "outdoor" community. A considerable amount of recreational time is spent on horseback, hiking, playing sports or working in gardens.

The Pacific Crest Trail, equestrian

trails and other biking corridors pass through Acton. There are identified wilderness sanctuaries for wildlife and bird viewing in the Acton community. Noise, dust, vibration impacts, and trail access limitations potentially can curtail these activities and otherwise interfere with the pleasure of engaging in these activities. Spooked horses raise a significant risk of injury to horse and rider.

The overpowering noise of the High-Speed Rail may inhibit a hiker's or a rider's ability to perceive an external threat while on the trail (i.e., rattlesnakes, mountain lions, etc.). Acton and Agua Dulce are home to the Southern Pacific rattlesnake.

*PUBLIC UTILITIES AND ENERGY Public Services (Water, Energy, Waste, Etc.)

How will disruption water, energy and waste removal services be compensated?

In the event of an emergency, the nearest Sheriff's station and hospital are 20 miles north of Acton or south of Agua Dulce, Los Angeles County Fire Stations are located in both communities, but emergency response time will be impacted severely by any proposed road closures. How does the Authority plan to address this issue?

Will there be sustainable planning measures? Will additional emergency resources and fire protection services be added for a project of this magnitude? What protections and services will be made available in case of a derailment, earthquake or other disaster?

*REGIONAL GROWTH

Area growth for the betterment of the community would cease.

Population Growth and Housing

Construction of the High-Speed Rail will not create any direct benefit to Acton or Agus Dulce; the negative impacts of the project are disproportionate to any benefit,



Palmonle to Burbant

Page 6/6

and they are harmful to the rural community. This urban structure intrudes on Acton and Agua Dulce Community Standards for land development.

The High-Speed Rail will have a significant adverse impact on private property rights, public achools and established businesses. It will have a negative impact on housing values and on Acton's and Agua Dulce's rural environment. There is a high potential for negative impact on achool curollment. As residents flee, and prospective buyers refrain from relocating to Acton and Agua Dulce, the area will continue to decline in value and size. The schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area.

*SAFETY AND SECURITY

Hazardous and Toxic Materials

Exposure to regular pesticide use associated with maintenance of the track rights-of-way is a concern. What is the risk of pesticide drift or restrictions on pesticide use which would impact agricultural? The High-Speed Rail Authority should study this impact.

Will site contaminants be stored or disposed of in Acton?

How will the High-Speed Rail Authority ensure that the Clean Water Act is implemented and followed? How

will it ensure public safety when drilling or boring into methane gas deposits?

How will the Authority protect or notify the public regarding possible exposures through soil, air or water sources?

How will the Authority protect the population from exposure to Valley Fever when causing major earth disturbances?

*SOCIOECONOMICS AND COMMUNITIES

The High-Speed Rail will have a significant adverse impact on private property rights, public schools and established businesses. It will have a negative impact on housing values and on the rural environment. There is a high potential for negative impact on school enrollment. As residents leave, and prospective buyers refrain from relocating to Acton-Agua Dulce, the area will continue to decline in value and size. Schools will close and remaining residents will need to bus or transport their children to schools in other locations. Eventually, the town will die, or become an industrial area. Local businesses will have a declining population to serve, a circumstance that will drive them out of business.

*TRANSPORTATION AND TRAFFIC

During the construction phase and during the operation of the High-Speed Rail, motorists driving along existing streets and highways are likely to be inordinately distracted. This distraction is likely to increase the risk of traffic collisions and/or delays for emergency vehicle response. Temporary and permanent road closures during construction and operation of the High-Speed Rail most likely will cause significant disruption to community residents. Access to school sites may be limited for the SR14 Hybrid and SR14 East alignments during construction or final operation of the High-Speed Rail. Increased traffic will be caused by trucks, equipment, construction staff, inspectors, and the like due to demands of the project.

Sierra Highway, Soledad Canyon Road and Angeles Forrest Highway are commuter roadways to locations north and south of Acton and Agua Dulce. There is high potential for transportation and traffic impacts along these roadways. There is a question of whether local roadways will be able to handle the increased level of service, load and capacity during construction. Who is responsible for repairing any damage to the roadways?

There are no traffic signals in Acton or Agua Dulce, save one at the Vincent Train Station in keeping with community standards and the desire to maintain a rural lifestyle. How will traffic delays be handled and mitigated?

OTHER IMPACTS

The Authority has not reached out to disabled community members or shut-ins for their comments and concerns regarding this project. Some disabled Acton residents are unable to complete and mail their comment eard, are unable to type, and/or do not have email access. This population has been under-served by the Authority even though they will be suffering the negative impacts of this rail project.

***OTHER CONSIDERATIONS**

The manner in which this project has been segmented by the Authority poses a significant disadvantage to the Acton community. Acton has been informed that the Authority is not required to choose one of the alternative alignments (completely underground or avoiding the entire community of Acton) if the cost impact of doing so is unfavorable to the project as a whole. Because the cost of avoiding Acton is high, and the Burbank to Palmdale segment of the alignment has been separated from the other alignments of Phase 1 of the High-Speed Rail project, the Authority cost analysis of avoiding Acton can exclude a more favorable route alignment. Acton should object to the manner in which the High-Speed Rail alignments have been segmented.



Submission 1455 (Michael Mitchell, August 12, 2014)





Submission 1456 (Patricia Mitchell, August 24, 2014)

CALIFORNIA High-Speed Rail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME PATRICIA MITCHELL	DATE: 8/24/14
The second secon	meauner
ADDRESS: 3807 W. Sierra Awyo 4424 EMAIL! ADDRESS: Actor CA Actor CA Actor CA Mitchell Actor @ Ac	BHONE.
CITY: Actom CA 93510 STATE: CA	zir: 93510
WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST!" (Check all that apply)	E SPALMDALE TO BURBANK
"NOTE: This days not substitute for formal request to receive legal notices.	BURBANK TO LOS ANGELES
Hydrology and water Resources - Most of Actor	depends upon well
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Submission 1456 (Patricia Mitchell, August 24, 2014)





Submission 1457 (Lillian Modula, August 28, 2014)

Den mr. mc Houghlin I am 100% against this whole idea of a California High Speed Rail Syptem In stead of spending these Billion's of dollars on a fast transportation to be able to more people factor from one point to another, how about spending those Billion's of dollars on something more logical, such as WATER . Colfonia is in desperate need of "DESALINATION PLANTS. This is where the money should be spent. Water is a necessitary for the survival of people as well as businesses. Teople can not live with out water and Businesses can not thrive without it. California purchases additional water from other states or estees and the cost of this water is passed on to the consumer with out of sight water bills, both for ofmiles & Businesses, When businesses get tired of goging these out landish water bills, they will start to relocate to another state, and the geople will also leave to follow their jobs and California will stay dry and baren. California needs these Deschination Plants so it can be independent and self sustaining for water. This is a must de project . I am a native Califorian, born and raised there. Tive years ago I moved to Rateigh, north Carokina to be closes to family, but will be moving back somewhere in California in the new future. I can not vote there in California, but I do still have interest there. I still own

Submission I457 (Lillian Modula, August 28, 2014) - Continued

2 -
conspectly out there, and anything that happens in Colifornia still has a direct impast on me. No! Fact transportation systems or Fact water running out of faucet, there should be no question as to robot California needs the most and as quickly as gossible. I would like a reply.
Thank You-
Mes Succión Modula

Submission 1457 (Lillian Modula, August 28, 2014)



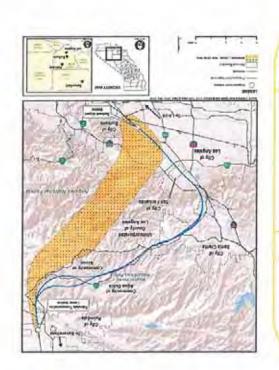


Submission 1458 (Gene Moffett, August 27, 2014)

	gh-Speed Rail	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Scoping Comment Card
NAME GENE MOL	Vett		DATE: 8/27/14
MEETING LOCATIONS BUY BANK		AFFILIATION:	
ADDRESS: 2801 W MODE	EMAIL	-	PHONE: 818 843-3
com Bushault	STATE:	4.	21P1 9/506
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Submission 1458 (Gene Moffett, August 27, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

By Mail:

All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLAMITA CA SLI 27 MAS 2014 PN L L



Mark A, McLoughlin

Director of Environmental Services

Attention: Palmdale to Burbank Section Project Level EIR/EIS

California High-Speed Rail Authority

700 North Alameda Street, Room 3-532

Los Angeles, CA 90012

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Submission 1459 (Samuel Moore, August 5, 2014)

CALIFORNIA High-Speed R	ail Authority	Palmdale to Burbank Section Scoping Comment Card
NAME: Symuez Moore		DATE: 8/5/14
MEETING LOCATION: / VEWATER	AFFILIATION	1
ADDRESS: 27829 SAVO CYN PO MAI	1 Hathgooden	W. Cha.
CITY: Cign Oly SANTA Closed STATE: (7	211: 9/397
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Submission 1460 (Olive Moratin, August 28, 2014)

Palmdale - Burbank - RECORD #553 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: No Submission Date: 8/28/2014 Affiliation Type: Individual Interest As: Individual **Submission Method:** Project Email First Name: Oliver Last Name: Moratin

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: NA

Telephone:

Email: oliviermoratin@gmail.com

Cell Phone :

Email Subscription:

Add to Mailing List: No Stakeholder Comments/Issues: Hi,

I am emailing you to share my opposition to the high speed train passing through neighborhood and the National Forest when tunnels could be built.

I am an opponent to the project because I do not believe it'll deliver the quality of service of a train like the French TGV I grew up with.

I also think, knowing the details of the project and the competition of the airline industry, that it'll fail financially and tax payers will have to support the cost when there are enough infrastructure issues in the area (e.g water.)

But if we must carry on this project, please spare the millions of people in the LA area. Build a tunnel!

I am someone who goes vote and this will be an important decision criteria for future elections.

Best, Olive

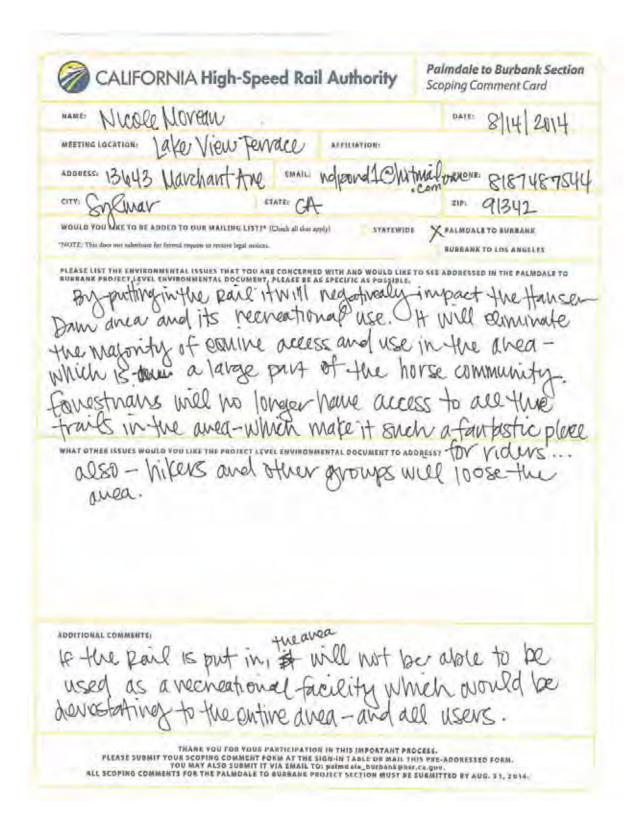
EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter :

Submission 1461 (Nicole Moreau, August 27, 2014)





Submission 1461 (Nicole Moreau, August 27, 2014)



palmdale_burbank@hsr.ca.gov

By E-Mail:

Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section
Project Level EIRVEIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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All public scoping comments for the Palmdale to Burbank Project Section must be submitted by August 31, 2014. Please submit comments:



SANTA CLARITA CA 913 27 AUG 2014 PM4 L



Mark A. McLoughlin
Director of Environmental Services
Attention: Palmdale to Burbank Section Project Level EIR/EIS
California High-Speed Rall Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

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Submission 1462 (Susanna and Joe Morelli, August 31, 2014)

Palmdale - Burbank - RECORD #387 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: Nο Submission Date: 8/31/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Susanna Last Name: Morelli

Professional Title : Business/Organization :

Address: 12220 Kagel Canyon Road.

Apt./Suite No.:

City: Kagel Canyon

 State :
 CA

 Zip Code :
 91342

 Telephone :
 818-384-7724

Email: susiemorelli7@gmail.com

Cell Phone:

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Hello,

My husband and I live in Kagel Canyon which is within the "Alternate" corridor planned for the high speed rail project and we have the following concerns regarding the project that we would like addressed & included in the Public Comments regarding the project.

- Kagel Canyon is a rural area. We moved here because it is quiet and we are concerned that the project construction will result in significant impacts to our community and to the forest.
- We moved to Kagel Canyon partially because of health concerns. There is a history of asthma in our family and we are concerned that the construction within the canyon could affect the air quality (i.e. pollution from construction vehicles, moving dirt, blasting for tunnels, etc.). Can you please tell us what the impacts of the rail line and it's construction will be to the community, especially those with asthma or other respiratory problems?
- La Tuna Canyon (the canyon immediately next to us) is in the Angeles National Forest which would be impacted by the construction and noise. Also, we believe the wildlife could be impacted by the rail line noise and the construction of the rail line. Do you know what the impacts to the wildlife will be? Also, Kagel Canyon is in the "Alternate" corridor and there is also much wildlife and horses that live within the community which could be impacted. How will the ground disturbing activities of the project and rail line affect the following species?

arroyo chub, Santa Ana speckled dace, Santa Ana sucker, unarmored threespine stickleback and other native fishes, arroyo toad, California red-legged frog, mountain yellow-legged frog, southern Pacific pond turtle, coast range newt, American dipper, least Bell's vireo, southwestern willow flycatcher, Dodecahema leptoceras, Lilium humboldtii ssp. ocellatum, Lilium parryi, and Nasturtium gambellii

- There is a cemetery that is also within the "Alternate" corridor which

Submission 1462 (Susanna and Joe Morelli, August 31, 2014) - Continued

could be affected; especially by rail line noise or construction noise that would affect people visiting deceased loved ones at the cemetery.

- Essentially, our main concern is the impact of construction in the Angeles National Forest (to both the wildlife and people) and the noise pollution that will occur. Can you tell us what the noise impact would be within Kagel Canyon and La Tuna Canyon.

Thank you in advance for taking the time to look into our concerns and consider how this project will impact our community. Overall, we believe the rail line passing through the "Alternate Corridor" which includes La Tuna Canyon, Kagel Canyon, and the Angeles National Forest could have an adverse impact on our way of life in the canyon and on the many species which have their home in this forest and community.

Can you please tell us how the above concerns are being addressed?

Thank you,

Susie and Joe Morelli 12220 Kagel Canyon Road. Kagel Canyon, Ca 91342 (818) 384-7724

EIR/EIS Comment: Ye

Need PI response : Yes- Standard Response

General Viewpoint on Project :

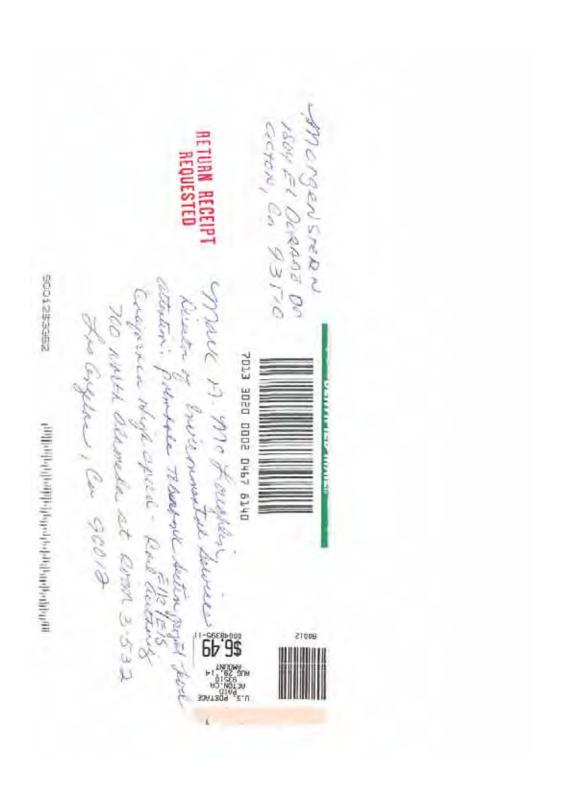
Form Letter :



Submission 1463 (Steven Morgenstern, August 29, 2014)

	Palmdale to Burbank Section Scoping Comment Card
CALIFORNIA High-Speed Rail Authorit	У
NAME: STEVEN MORGENSTERN	DATE: 9/38/11/
MEETING LOCATION: CICTON AFFRICATION	
ADDRESS: 1804 EL DORADO, DR.	PHONE: 661-269 \$12
CITY OCTON STATE CAL	ZIP: 93510
WOULD YOU LIKE TO BE ADDED TO DUR MAILING LIST?" (Check all that apply) *NOTE: This does not substitute for formal request to receive legal notices.	PALMDALE TO BURBANK BURBANK TO LOS ANGELES
PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRES LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.	
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Submission 1463 (Steven Morgenstern, August 29, 2014)





Submission 1464 (Linda Morley, August 31, 2014)

Palmdale - Burbank - RECORD #378 DETAIL

Status: Pending Record Date: 9/2/2014 Response Requested: No Submission Date : 8/31/2014 Affiliation Type: Individual Individual Interest As: **Submission Method:** Project Email First Name: Linda Last Name: Morley

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: Imorley10@roadrunner.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: My objection of the High Speed Train going through Acton is the following:

The disturbance of the Rural Life Style and the Small Town Community that the residents of Acton have worked hard to maintain. Many of us have invested and built our homes and plan on staying here during retirement.

Myself and my friends have horses and enjoy the many riding trails here in Acton that we cannot find anywhere else in the LA area.

Concerns are Noise, Water and Air pollution. The effects on ones health and

mental well being can be extreme and a major problem.

Natural beauty of the area.

The quality of life and the economic growth of the community.

The decline of property values would disrupt and devastate the lives of many

of the residents of Acton.

Respectfully submitted.

Linda Morley

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project :

Form Letter:

Submission 1465 (Christian L. Mosman, August 21, 2014)

Palmdale - Burbank - RECORD #214 DETAIL

Status: Pending Record Date: 8/23/2014 Response Requested: Nο Submission Date: 8/21/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Email First Name: Christian L. Last Name: Mosman

Professional Title :

Business/Organization:

Address: 34340 Red Rover Mine Road

Apt./Suite No.:

 City:
 Acton

 State:
 CA

 Zip Code:
 93510

Telephone :

Email: chris.mosman@lacity.org

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: Good Morning,

My wife and I are residents of Acton, with our home directly in line with one of the preferred routes (our address is 34340 Red Rover Mine Road

which

is on the West or Hybrid Route)

I wanted to add my comments for this project section as it appeared at the scoping meetings held in the area that all residents are firmly against this project. This is of course not true, but a vocal minority showed up at each meeting, basically shouting down the speakers from HSR. My wife and I know that for large projects such as this, some have to make sacrifices for greater good, and we believe this is one of those instances. While we would lose our home if the project goes through this route, California would be receiving a greatly needed high speed train service. The idea of being able to hop a morning train in LA to have lunch San Francisco, and still be home by dinner is amazing. We have been on the HS train lines in Europe, and the experience was great. We can't wait to have the same experience here in our home state (and hopefully throughout the country).

We wish you and the CAHSR project well and hope it can be completed as

as possible.

--

Christian L. Mosman

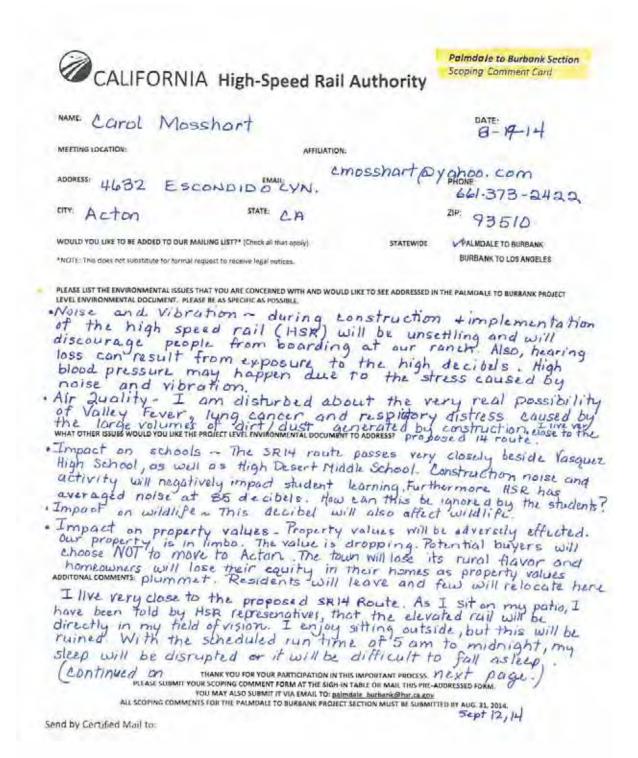
34340 Red Rover Mine Road, Acton CA 93510

EIR/EIS Comment : Yes

Need PI response : Yes- Standard Response

General Viewpoint on Project: In Support of CAHSR Project, In Support of SR 14

Submission 1466 (Carol Mosshart, September 12, 2014)





Submission 1466 (Carol Mosshart, September 12, 2014) - Continued

Moschart Palmdule/Burbank Page Z

An elevated high speed rail in Acton will have negative effects on the residents, businesses, and wildlife. The elevated train affects our health, our stress level, air quality, student learning, property values, and ability to generate income.

More studies need to be conducted on the noise level for our terrain: mountains, canyons, and valleys Using flat land data is not equitable.

Because my home and property is so close to the proposed SRIH route, I will be directly impacted. Noise from trains will interferre with my ability to fall & stay asleep. Fatigue leads to job inefficiency. My property value is already falling. An elevated train will ruin Acton. Compahent



Submission 1466 (Carol Mosshart, September 12, 2014)





Submission 1467 (Roger and Gayle Myers, August 28, 2014)



August 27, 2014

Mark A. McLoughlin

Director of Environmental Services

California High Speed Rail Project Southern California Regional Office 700 N. Alameda, Room 3-532 Los Angeles, CA 92212

This letter is regarding the proposed HIGH SPEED RAIL (bullet train route) through the Acton, Aqua Dulce, and Santa Clarita Valley along route 14 south.

My family started coming to the Sand Canyon area in 1936. My father fell in love with the area and built his home here.

My husband and I now live in the home he and my mother built.

We definitely oppose the above ground alignment.

It will impact the schools and the children negatively. The impact cannot be reversed once it has begun.

We support Mike Antonovichs' recommendation to tunnel across the Angeles Forest east of the proposed southern route.

Roger and Gayle Myers

27538 N. Oak Spring Cyn Rd.

Canyon Country, CA 91387



Submission 1467 (Roger and Gayle Myers, August 28, 2014) - Continued

Gayle Myers

Submission 1468 (Sukwan Myers, August 29, 2014)

Palmdale - Burbank - RECORD #469 DETAIL

Status: Pending Record Date: 9/3/2014 Response Requested: Nο Submission Date: 8/29/2014 Affiliation Type: Individual Interest As: Individual Submission Method: Project Email First Name: Sukwan Last Name: Myers

Professional Title : Business/Organization :

Address : Apt./Suite No. :

City:

Telephone:

Email: parkermountainfx@gmail.com

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle on so many levels.

First of all, the benefit to cost ratio to our community is completely upside down. We receive absolutely no beneficial value at all. There will be such a devastating impact on our community in many ways. Our community relies on private wells and septic systems and this construction project will destroy our underground aquifer system and therefore will negatively effect each and every resident. This will in turn create financial ruin by drastically lowering property values.

The vibration pollution will not only disturb livestock and pets, but also the natural wildlife habitats of the area.

Noise pollution, electromagnetic interference and radiation also result in negative impacts to our environment.

Also there is $% \left(1\right) =\left(1\right) \left(1\right) =\left(1\right) \left(1\right) \left(1\right)$ the possibility of instability due to the earthquake faults in the area .

California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project?

As long time residents of Acton, we wish to again voice our strong objection to this project.

Sukwan Myers

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response General Viewpoint on Project : Oppose CAHSR Project

Form Letter :

Submission 1469 (Sukwan Myers, August 29, 2014)

Palmdale - Burbank - RECORD #470 DETAIL

 Status :
 Pending

 Record Date :
 9/3/2014

 Response Requested :
 No

 Submission Date :
 8/29/2014

 Affiliation Type :
 Individual

 Interest As :
 Individual

 Submission Method :
 Project Email

First Name : Eric
Last Name : Myers

Professional Title : Business/Organization :

Address : Apt./Suite No. : City : State :

Zip Code: 00000

Telephone:

Email: myers@antelecom.net

Cell Phone :

Email Subscription : Add to Mailing List :

Stakeholder Comments/Issues: To Mark A. McLoughlin:

We strongly object to the construction of the Palmdale to Burbank section of the High Speed Rail. In fact, we strongly object to the entire debacle on so many levels

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California is in a very dangerous drought right now. Where does the High Speed Rail Commission plan to get water for the actual construction portion of this project?

As long time residents of Acton, we wish to again voice our strong objection to this project.

Sukwan Myers

EIR/EIS Comment: Yes

Need PI response : Yes- Standard Response
General Viewpoint on Project : Oppose CAHSR Project

Form Letter :

